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Straight from the halls of the Swiss motor show, we bring you up-to-date news and gossip on the latest models exhibited at the Geneva motor show.

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The most comprehensive and accurate data section in the business, covering every diesel, hybrid and electric vehicle on sale, as well as the addition of sub-100g/km petrol cars, too.

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Columnist Simon Hacker takes an interesting and amusing sideways look at aspects of the wonderful world of motoring.

EMISSIONS IMPOSSIBLE?

PEUGEOT 308

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PEUGEOT 308 FROM £14,995 TO £25,945 OTR*

Pleasure shouldn't be something to feel guilty about. The Peugeot 308 is big on smiles but low on CO₂. That's down to a streamlined design, lightweight body and a range of powerfully efficient petrol and diesel engines incorporating PureTech and BlueHdi technology. These deliver class-leading efficiency, great fuel consumption and low emissions starting from just 82g/km of CO₂. The road never felt so good. In a word, sensational.



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MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. Image shown for illustration purposes only. *Model shown is a 308 Hatchback Allure with 18" Saphir Alloys, with metallic paint at £19,970. Prices quoted are on the road and include delivery to dealership, number plates, 12 months' government vehicle duty and £55 first registration fee. Information correct at the time of going to press. Visit peugeot.co.uk for full terms and conditions.

PEUGEOT 308

MOTION & EMOTION



PEUGEOT

WHAT WAS YOUR FAVOURITE CAR SHOWN AT THE GENEVA MOTOR SHOW?



Maxine has always had a passion for cars and after ten years as a regional motoring editor in South Wales, is enjoying the freelance lifestyle, travelling here, there and everywhere to test out new cars and interview the brains behind the technology. She simply loves driving... nearly as much as rugby!

MAXINE ASHFORD

**ASTON MARTIN
DBX CONCEPT**



A rare female in the testosterone pool of motoring journalism, Sue has had her right foot to the floor throughout a career spanning more than 30 years. From local newspapers, via Brands Hatch and twenty years in Fleet Street as a motoring editor, she also notched up a decade as a Top Gear presenter.

SUE BAKER

**NISSAN SWAY
CONCEPT**



Gavin's right foot is still planted firmly in the 1980s and 1990s, as he fuels his rather unhealthy obsession with old motors. Commonly he is found tapping away furiously at a keyboard, or hurtling up the A303 from Devon to attend a car event. He is said to be fond of tea and Hobnobs.

GAVIN BRAITHWAITE-SMITH

**SUZUKI IM-4
CONCEPT**



A journalist for the best part of a decade, Jack has worked on consumer magazines and websites, national newspapers and specialist business and enthusiast titles. He's written about old cars and new cars and has thumbed through more company car benefit-in-kind tax tables than most sane people ever will.

JACK CARFRAE

**AUDI
PROLOGUE
AVANT
CONCEPT**



Motoring journalism was the unexpected outcome of a decade spent in a variety of rally cars, in both the left- and right-hand seats. Peter maintains that this arduous habit still enables him to see both sides of a motoring argument, be it about a race car or electric shopping motor.

PETER CRACKNELL

**KIA
SPORTSPACE
CONCEPT**



Country dweller Richard got hooked on cars at the 1982 NEC motor show, aged 11. However, he didn't start driving until he was 13, when he began tearing up the fields around a nearby farm, in his school friend's beaten-up Audi. Now, 33 years on, he has a less tatty Audi of his own.

RICHARD DREDGE

**KIA
SPORTSPACE
CONCEPT**



Dating back to the days of hot metal and typewriters, Simon trained on a local weekly rag before realising transport and travel might be more interesting than the machinations of Wapley Parish Council. These days, travel is mostly restricted to school runs with occasional escapes to research his next work of fiction.

SIMON HACKER

**NISSAN SWAY
CONCEPT**



City life, urban crawls, and the M25 are amongst Victor's pet hates, along with mobile phones and most pop music since Abba. But he's a country music fan, and he often dreams of picking up Willie Nelson or Emmylou Harris, guitar on shoulder, hitching a lift on the A14, in his little red Corvette. Definitely a dreamer...

VICTOR HARMAN

DS 5



Adam has always had a love for classic and retro cars and this love can be traced back to his childhood. He can count the likes of the Peugeot 205 and Rover 200, as well as 18 Minis, amongst his former cars. Though British cars have dominated his driving career, he's interested in everything on four wheels.

ADAM SLOMAN

**AUDI
PROLOGUE
AVANT
CONCEPT**



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SWISS SHOW SPECIAL

This month we've got all of the biggest news from the Geneva motor show and our coverage of the expo is the largest yet, with 14 pages of diesel and alternative fuel news, straight from the stands. Feedback from previous issues suggested that you want larger pictures and more of them, and so we have supersized a large number of the shots compared to before. Our team tirelessly pounded the halls to get all the show gossip, delivering news and views on all of the latest metal, whether they are glamorous or not. Our coverage begins on page 9 and continues in our Eco Car supplement on page 96.

You may have noticed that your copy of Diesel Car went on sale a week later than usual, and there's a number of reasons why this has happened. It isn't because we were lazy this month, finishing up all the Toblerone we brought back from Geneva, and missed all the deadlines, it's because a number of this month's news stories had embargoes after we would normally have gone to print. We also wanted to bring the magazine back closer in line with the month that is printed on the front cover. Each year, the magazine creeps forward a day – two on a leap year – and so we took the decision to move this, and all future issues back

by a week. One of the biggest advantages is that we will be one of the first monthly magazines on sale with news from motor shows, like Geneva, Paris and Frankfurt, so you won't have to wait quite so long for your diet of diesel and alternative fuel news. We hope you agree that this all makes a lot of sense in ensuring that the content that we bring you is always the most relevant and up to date that it can possibly be.



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EDITOR & PUBLISHER



DieselCar & EcoCar

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GENEVA MOTOR SHOW 2015

The Geneva motor show may be the most compact expo in the international motor show calendar, but it is still regarded by most as 'the' car show of the year. And with 220 firms exhibiting across 100,000 square metres, the 85th Geneva motor show can certainly hold its own against rival expos. And whereas in recent years there has been a downbeat mood thanks to the financial crisis, this year's show was jam packed with new metal that we expect will set the trends for the future.

Kia's rise in fortunes has been nothing short of remarkable, and at the Geneva expo it was announced that the South Korean firm has ambitions to sell more than half a million new cars each year by the end of the decade. And by 2018, the company will have renewed its entire line-up again. The stunning looking Sportospace concept made its motor show debut, with insiders hinting strongly that an upcoming estate version of the Optima large car will feature the same styling cues, albeit with the motor show glitz toned down. Elsewhere, Kia announced GT-Line editions of the cee'd, cee'd Sportswagon and pro_cee'd, paired to a brand new seven-speed twin-clutch automatic transmission in 1.6-litre CRDi diesel editions. Arriving here later this year, it has all the looks of the petrol-powered 201bhp GT model, but with a more affordable and accessible engine range.

SEAT took the wraps off its 20V20 concept, which points the way to a new large-sized SUV that could go on sale by 2020. Designed to take on the Land Rover Discovery Sport and Nissan X-Trail, the Spanish firm is pinning its hopes on winning conquest sales from rival marques. Nissan took the wraps off its Sway concept, which gives some clues as to what the next generation Micra will look like, while its upmarket arm, Infiniti, unveiled its new QX30 – a compact crossover – which will help to make the brand more accessible to the masses. Suzuki unveiled a pair of concept cars, with the iM-4 concept featuring four-wheel-drive, with styling that harks back to the Whizzkid, and the iK-2 that previews a production car due to arrive in showrooms next year.

Hyundai revealed its ix35 replacement to the world, named Tucson, which revives a moniker from the past in Europe, while Skoda took the wraps off its third-generation Superb, which looked, well, superb. After what seems like an endless stream of motor show concept cars, SsangYong launched its Tivoli compact crossover, which is designed to take on Nissan's Juke and the Vauxhall Mokka. Across the way, Renault revealed its Kadjar crossover on its curvaceous stand, and is set to hit the showrooms in September. Volkswagen's new Touran looks a whole lot smarter this time around, especially in sporty R-Line specification, while Levorg will be a new name in showrooms. It's a new large estate car from Subaru, which will arrive this autumn, and serves as a replacement for the Legacy. Mazda's new CX-3 concept looks svelte compared to some of its oddball rivals, and boasts a frugal new 1.5-litre diesel engine. It should do well for

the Japanese brand. Mitsubishi chose the Geneva show to take the wraps off its new L200 pick-up, designed to take aim against the Ford Ranger and Volkswagen Amarok.

BMW's range grows ever larger, with the launch of a new front-wheel-drive seven-seat MPV. Named the 2 Series Gran Tourer, it shares a platform with the MINI and 2 Series Active Tourer. Honda showed off its HR-V compact crossover in production specification ahead of its arrival in showrooms later this year, while Mercedes-Benz's GLE-Class Coupé is hoping to tackle the BMW X6 head-on when sales start shortly. Jaguar is aiming to win sales from the mighty BMW 3 Series and Audi A4 with its new XE saloon, where it was shown boasting the latest Ingenium 2.0-litre turbodiesel engines and CO₂ emissions as low as 99g/km. Across the aisle, Volvo took the wraps off its S60 and V60 Cross Country models, designed to appeal to buyers that like the idea of a crossover, but in a more comfort-focussed, practical package. Volkswagen's new Passat Alltrack is designed to attract a similar set of customers, and will turn up in showrooms in October.

It doesn't seem five minutes since the Range Rover Evoque first went on sale, but it's facelift time for the premium crossover vehicle, on show for the first time at the Swiss show. Peugeot's 208 gets a makeover, too, along with sportier GT-Line editions, and Ford's EcoSport was shown for the first time without its bulky spare wheel attached to its tailgate, and included a series of interior tweaks. The launch of the new DS 5 emphasised the upmarket brand's split from Citroën, with a prominent new grille and a total absence of chevrons anywhere on the car. On the stand next door, Citroën unveiled its new Berlingo Multispace, with revised front end, while opposite, BMW showed off its new baby 1 Series, boasting a reprofiled nose and tail. Hyundai's ix20 and i40 get some tweaks to their styling, too, and Toyota took the wraps off striking new versions of both the Auris and Avenis, featuring a mix of new BMW-sourced 1.6- and 2.0-litre diesel engines. Honda's Brit-built Civic was shown off in facelifted guise at the show, and Volkswagen's Sharan can lay claim to the most subtle update of all, with exterior revisions only to the rear LED lights, as well as enhancements to the interior.





BMW unveiled its first seven-seat MPV at the show, with the 2 Series Gran Tourer sharing a front-wheel-drive platform with the MINI. It goes on sale in June with prices starting from £25,110 for the 216d Gran Tourer.



Geneva was our first opportunity to take a look at the updated 1 Series, which is arriving in showrooms about now.



A revised Citroën Berlingo Multispace range was shown, with new Euro-6 engines and a fresh nose treatment.



A distinctive Mountain Vibe concept of Citroën's Berlingo made its show debut, though there's no plans for production.



As DS morphs into a brand on its own, a facelift for the DS 5 was unveiled, featuring a bold new nose treatment, and changes to the interior. It arrives in showrooms in July featuring new BlueHDi engines.



Tenth anniversary editions of the Dacia range, named Lauréate Prime were unveiled.



The retro looking Fiat 500 Vintage 57 harks back to the past and is set to go on sale at Fiat dealers next month.



An updated Ford EcoSport was shown, minus the bulky spare wheel, and with some interior tweaks to boost quality.



This sporty Ford Focus Red Edition is designed to add visual drama and will arrive in UK showrooms later this year.



There's no word on whether this more rugged edition of the Fiat Doblo, named Trekking, will go on sale here.



As the Autumn launch of the Edge SUV gets closer, Ford took the opportunity to unveil this Sport model at Geneva.



Ford continues to inject some sporting excitement into the MPV market with the second generation S-MAX. On sale this summer, prices start at £25,245, around £1,100 more than before.



Honda hopes the new HR-V compact crossover will win sales from existing models like the Juke and Captur when it arrives in the UK this summer. It is powered by the 118bhp 1.6-litre i-DTEC engine.



The updated Honda Civic made its motor show debut at Geneva. Priced from £18,755, it is on sale in the UK now.



It is facelift time for the Hyundai i40, with more efficient engines and a new nose. It is on sale here soon.



And it is a similar story for the Hyundai ix20 with a bolder front grille and prettier looks. Sales start shortly.



Infiniti revealed its compact crossover concept, the QX30, which is set to take on the Audi Q3 and Mercedes-Benz GLA-Class when it goes on sale. Production begins at Nissan's Sunderland plant next year.



The Tucson name returns for Hyundai's ix35 replacement, and was one of the most important new debuts at Geneva.



The Jaguar XE made its European debut, and is designed to beat the BMW 3 Series at its own game. It arrives here in May.



Spurred on by the success of rivals with sports focused trim levels with affordable engines, Kia is hoping for similar success with GT-Line versions of its cee'd medium car from this autumn.



Certainly one of the most beautifully styled concept cars at Geneva, the Kia Sportage will inspire a new estate version of the next generation Optima when it goes on sale later this year.



One of the prettiest compact crossovers in the sector is this Mazda CX-3. Priced from £18,995 it arrives in showrooms in June.



In what is the final year of classic Land Rover Defender production, three limited edition models have been revealed, including this Heritage Edition model priced from £30,900.



Cars on the Mercedes-Benz stand sported the latest naming trend, with diesels featuring a simple 'd' instead of 'CDI' and 'BlueTec'.



Mercedes-Benz is aiming to take on the BMW X6 and win with this new GLE-Class Coupé. Featuring five-doors, it features a 255bhp 3.0-litre V6 turbodiesel engine and is priced from a whopping £60,675.



The European version of the latest Mitsubishi L200 pick-up made its world debut at Geneva, featuring curvier styling than before. It's set to arrive in UK showrooms later this summer.



MINI has unveiled the first limited edition for its Countryman range, wearing the Park Lane name. It arrives this coming summer.



Let's face it, the Qashqai and Juke have both taken the market by storm, and Nissan is hoping that the next generation Micra will do the same. This concept car, named Sway, gives a strong hint as to the direction that the new supermini will be taking.



Three years on from its introduction, Peugeot has facelifted the 208 supermini, and added low CO₂ 1.6-litre BlueHDi engines, including this 79g/km version. It arrives in UK showrooms in June.



Following a similar move for the 308 range, Peugeot has revealed sporty GT-Line versions of the facelifted 208.



The Peugeot RCZ gets the GT-Line treatment this summer, to fall in line with the rest of the French firm's line-up.



Even though the styling was previewed as far back as 2008 as the Land Rover LRX concept, we think the Range Rover Evoque still looks fresh. And that is no doubt why this facelift is so subtle, with the big news being a new range of Ingenium 2.0-litre engines.



The new medium crossover from Renault, called Kadjar, made its motor show debut in Geneva. It arrives on this side of the channel in September, and shares 1.5- and 1.6-litre diesel engines with its sister car, the Nissan Qashqai. CO₂ emissions begin at 99g/km.



The SEAT 20V20 concept gives a glimpse at what could be possible if the company was to sell a large crossover, sitting above the upcoming medium-sized SUV arriving next year. The 'V' in the name stands for vision, and the 2020 indicates the year it is aimed for.



With a sporty vRS model ruled out, this Skoda Fabia Monte Carlo will be the most dynamic looking model in the line-up.



Geneva was the first opportunity to explore the third generation Skoda Superb, with the latest car making its motor show debut. It costs from £20,040, is on sale now, and will turn up at UK dealers this September. There are five trim levels, the option of four-wheel-drive, and a selection of three different engines ranging from 118bhp to 187bhp. An estate edition will be revealed soon and go on sale in October.



Finally, after what has seemed like an endless flow of concept cars to preview the look of SsangYong's new crossover vehicle, the production ready car has been unveiled. The new 1.6-litre Tivoli is a compact Juke rival and goes on sale here midway through the year.



Suzuki revealed a thinly disguised concept car called the iK-2 which has already been earmarked for production next year. It's larger than the Swift supermini and designed to take on the Nissan Note.



Levorg is a new name in Subaru's European line-up, which takes over from the Legacy Sports Tourer, which is being killed off on this side of the world. It features the familiar 148bhp 2.0-litre Boxer Diesel engine and arrives in showrooms this autumn.



The long-awaited Subaru Forester fitted with a continuously variable Lineartronic transmission was launched at the Swiss motor show. It is available to order right now, priced from £26,495 for the cheapest 2.0D X model.



What a fantastically funky four-wheel-drive car the Suzuki iM-4 Concept is, which has distinct echoes of the classic Whizzkid city car about it, though it hasn't been confirmed for production just yet. The iM-4 combines a 1.2-litre Dualjet unit with an electric motor.



Less than three years after it went on sale, Toyota has revealed a facelifted version of the Auris, featuring a new BMW-sourced 1.6-litre diesel engine. The shapelier car arrives later this year.



To coincide with the introduction of BMW-derived 1.6- and 2.0-litre diesel engines, Toyota has treated the Avensis to a stylish looking facelift. The first cars arrive in showrooms in June.



Following the launch of the Volkswagen Passat earlier this year, a more rugged edition wearing the Alltrack badge was revealed in Geneva. It follows the same formula as the previous generation car, and is designed to take on the Audi A4 allroad and Skoda Superb Outdoor Plus. Powered by a selection of 2.0-litre TDI and BiTDI engines, it arrives in UK showrooms in October.



A flagship R-Line version of the Volkswagen Touran adds a bit of spice to what is normally a pretty mundane sector.



It was our first chance to get our hands on the all-new, larger Volkswagen Touran at the show, featuring a brace of 1.6- and 2.0-litre TDI engines with between 108 and 187bhp. The five- and seven-seat MPV will arrive in UK showrooms from this November.



Designed to take on the Ford Focus ST Estate, this load hauling Volkswagen Golf GTD Estate goes on sale shortly in the UK.



Apart from new LED rear lights, they were the only exterior changes to the facelifted Volkswagen Sharan unveiled at Geneva.



Volvo believe they are onto a new crossover trend, pairing a saloon body with the chunky stance of a crossover. Enter the Volvo S60 Cross Country which will be powered by a selection of latest generation 2.0-litre diesel engines when it is available from the summer.



We are surprised it has taken Volvo so long to create a V60 Cross Country, which will be available to order this summer.



It was the first opportunity to see the Volvo XC90 in more dynamic looking R-Design guise at the Swiss show.

THE YEAR OF THE CAT

Not content with unveiling a new compact executive car, the XE, Jaguar has now announced an all-new second-generation XF, too. And with a facelift for the XJ luxury saloon due soon, and the launch of the F-Pace SUV next year, the sporty F-Type Coupé and Roadster will be the oldest models in the British firm's line-up, and they only went on sale in 2013!

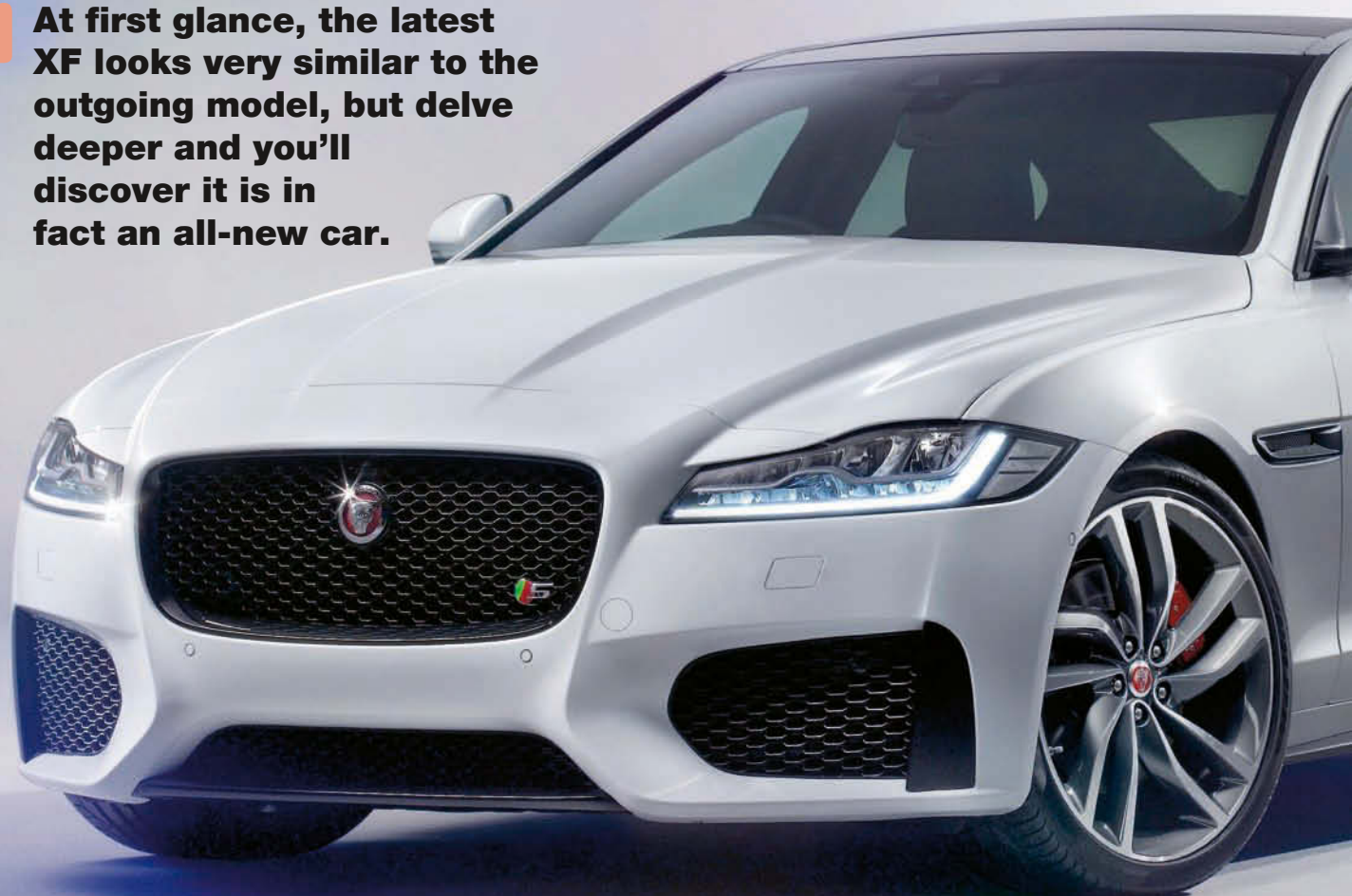
At first glance, the latest XF looks very similar to the outgoing model, but delve deeper and you'll discover it is in fact an all-new car. It retains its rear-wheel-drive layout,

but under the skin it is largely an aluminium structure, combined with 2.0-litre Ingenium diesel engines borrowed from its smaller brother, the XE. Available in 161 and 177bhp power outputs, the most frugal editions emit just 104g/km of CO₂ and are capable of 72.4mpg on the combined cycle. For the first time, the XF is available with a six-speed manual gearbox, with the option of an eight-speed ZF-sourced automatic transmission. Key to its efficiency is its lightweight construction – the new car is up to 80kgs lighter than its rivals, and weighs 180kgs less than its

predecessor – and a more slippery shape, with aerodynamics of Cd 0.26. A new electric power assisted steering system also helps to reduce fuel consumption by up to two per cent, and allows the fitment of new technology like an automated parking system and lane keeping assistant.

At the very top of the diesel range, an automatic-only XF S model comes powered by a 296bhp twin-turbocharged 3.0-litre V6 engine, packing 516lb ft of torque. Equipped with selective catalyst reduction, it meets the latest Euro 6 emissions regulations, emits

At first glance, the latest XF looks very similar to the outgoing model, but delve deeper and you'll discover it is in fact an all-new car.





144g/km of CO₂ and achieves 51.4mpg on the combined cycle. Acceleration to 62mph takes just 5.8 seconds, and top speed is electronically limited at 155mph.

The cabin has had a design overhaul, but still retains some of the original XF trademark features, including the rotary gear selector that rises up from the centre console and air vents that rotate upon start-up. Although marginally shorter than the outgoing car, an increase in wheelbase of over five centimetres means that there's greater leg and knee room than before. That combined with 27 millimetres of extra

headroom means that passengers have more space to stretch out. The optional instruments are made up of a 12.3-inch TFT screen that is entirely configurable and can even display the satellite navigation maps, and a laser head-up display is offered for the first time. A new 10.2-inch infotainment system brings the XF bang up-to-date with smartphone integration, satellite navigation, up to 17-speakers and an 825-watt Meridian Audio digital surround sound system, as well as an in-car WiFi hotspot and dual-view screen technology that allows the driver and passenger to view different information on the same screen.

A whole host of other technology is offered in the XF for the first time, including full-LED headlights, a 360 degree camera system, soft-close doors and an electrically operated boot. An adaptive suspension system monitors body movement 100 times a second and wheel movement 500 times a second to

optimise the perfect settings for the dampers compared to the road conditions, while a new feature called all-surface progress control is designed to provide the best possible traction when moving off at low speeds in adverse weather conditions. Traffic sign recognition is another new feature, as well as autonomous emergency braking and adaptive cruise control with queue assist, which helps to reduce the monotony of stop-start traffic by automatically following the car in front, at a safe distance.

With three diesel engines on offer, and a choice of four trim levels – Prestige, R-Sport, Portfolio and S – prices kick off at £32,300, which is actually £1,145 less than its predecessor in its cheapest guise. The flagship 3.0-litre V6 Diesel S is priced at £49,950, this time an increase of £435 compared to before. The latest XF is available to order now, with the first examples arriving in Jaguar showrooms in the autumn. **D**



THIRD GENERATION GALAXY REVEALED

Not content with launching the new S-MAX and updated versions of the C-MAX and Grand C-MAX this year, Ford will replace the largest MPV in its line-up this August, when the latest Galaxy goes on sale in the UK. Sharing its underpinnings with the new Mondeo and latest S-MAX, the new Galaxy will be built alongside them both at Ford's Valencia plant in Spain. As before, there's seven full-size seats and the ability to fold the second and third row seats down flat to create a load space that can rival a van. All of the rear seats can be lowered using a control panel in the boot, while the third row can also be raised at the touch of a button – a segment first. Access to the rearmost seats has been improved compared to before, thanks to middle row seating that slides and tilts in a single one-touch action, while headroom has been improved by a centimetre compared to the outgoing car. The ability to slide all of the rear seats forward and back means the interior is highly configurable to suit, while underneath the boot, there's 20 litres of hidden storage to utilise.

The new car has been treated to a significant technology upgrade, with an automatic parking system that can park perpendicularly as well as in a parallel fashion. A cross traffic alert system warns the driver about vehicles that may soon be crossing behind, and a split view camera at the front helps when nudging out of an obscured junction or parking space by displaying the view on the centre console mounted eight-inch touchscreen display. Other cutting edge technology includes an intelligent speed limiter which adjusts the

throttle based upon the road signs it views via the on board camera, helping to avoid speeding fines, and an autonomous emergency braking system with pedestrian detection. A lane keeping assistant, driver drowsiness detection, traffic sign recognition and blind spot warning are also offered for the first time on the Galaxy, together with adaptive cruise control. Other new features include adaptive steering, self-levelling rear suspension and an electrically operated tailgate that can be opened using a kicking motion under the rear bumper. Inside, buyers have the option of a 10-inch digital screen instead of traditional instruments, which can be personalised to suit the driver's taste.

The flagship of the four engine range is a 207bhp 2.0-litre twin turbocharged unit that produces a mighty 332lb ft of torque from 2,000rpm. The remaining trio feature a single turbocharger and produce 118, 148 and 177bhp respectively. All of the units comply with the latest Euro-6 emissions regulations, and feature stop-start and active grille shutter technology, together with regenerative braking, for great efficiency. So far, no technical information has been released, however, the mechanically similar



S-MAX seven-seater offers CO₂ emissions as low as 129g/km and fuel economy figures of up to 56.5mpg, and the Galaxy isn't expected to vary wildly from these figures. Traditionally, the Galaxy has been priced at around £2,500 more than a comparable S-MAX, so we expect the latest car to cost from a little under £28k when it arrives in showrooms this August, while flagship editions with the 2.0-litre twin-turbocharged engine could cost as much as £35,000. **D**



MOVE OVER M-CLASS

Mercedes-Benz is on a journey. A journey to streamline all of its model ranges into a more simple naming policy. And this replacement for the M-Class SUV is one of the first to change, adopting the GLE-Class nameplate. All of the company's off-roaders – except the legendary G-Class – will now wear the GL prefix, followed by a letter to indicate the size of the car. So here we have the GLE, we've already seen the GLA, and later this year the current GL-Class will morph into the GLS, and while the GLK-Class hasn't been sold on this side of the channel so far, it will be renamed the GLC and will be sold here next time around.

Right, with all of that out of the way, let's get onto the new five-door GLE-Class, which joins the line-up alongside the shapelier GLE Coupé unveiled late last year. The new GLE retains the familiar silhouette from the outgoing M-Class, but gains updates to the front and rear fascias. There's new more shapely wings, revised bumpers and fresh headlights, as well as the option of LED lamps for the first time. At the rear, a newly designed bumper and LED tail lights bring the GLE-Class into line with other recent Mercedes-Benz designs. There wasn't anything wrong with the current interior, however, the company's trademark tablet-like screen has been integrated prominently into the centre of the dashboard, and there's a revised multi-function steering wheel. A new range of colours for the upholstery and dashboard appliques complete the fresh look, including hues bearing the ginger beige, espresso brown,

saddle brown and porcelain names.

It's not only the model name that has been morphed into something new, the suffix has been revised, too, with terms like CDI and BlueTec now abandoned in favour of a simple 'd' for diesel and 'e' for plug-in hybrid. And so the latest line-up consists of GLE 250 d and 350 d models, each powered by updated versions of the same engines as seen in its predecessor. All versions now meet the latest Euro-6 emissions regulations, and are paired to Mercedes-Benz's latest nine-speed automatic transmission. CO₂ emissions and fuel economy have been improved, too, with the 201bhp 2.1-litre turbodiesel unit emitting 149g/km of CO₂ and capable of 49.5mpg, with the 255bhp 3.0-litre V6 engine delivering 169g/km and 44.1mpg. That's low enough for the GLE-Class to win the award for most efficient four-wheel-drive full-size off-roader. These figures have been achieved thanks to an optimised turbocharger, revised exhaust gas recirculation valve and oil pump, as well as a modified engine control unit that regulates the warm-up phase more efficiently.

For the first time, a plug-in hybrid forms parts of the line-up, with a new GLE 500 e model announced. Powered by a 328bhp 3.0-litre twin-turbocharged petrol engine and mated to a 114bhp electric motor, CO₂ emissions are



rated at 78g/km, with an official combined fuel economy figure of 85.6mpg on the combined cycle. This translates into barnstorming performance similar to that of a V8 powerplant, while still being capable of covering 18.5 miles on electric power alone.

All of these four-wheel-drive models come equipped with Dynamic Select, which offers a choice of four different driving modes, or five if the off-road engineering package has been chosen as an optional extra. The system works by altering the gearbox mapping, steering and throttle response, as well as the sensitivity of the electronic stability programme system and adaptive suspension, to give distinct characteristics depending on the choice of mode selected – individual, comfort, slippery and sport.

Final specifications and pricing for the new GLE-Class have yet to be confirmed, though these will be communicated ahead of the SUVs arrival in UK Mercedes-Benz showrooms this September. **D**



£250M LONDON TAXI R&D CENTRE TO OPEN IN **COVENTRY**



Up to 1,000 jobs will be created when the London Taxi Company opens a new research and development centre in Coventry, right in the heart of the West Midlands. £250 million will be invested in the state-of-the-art facility to develop the next generation of electric and ultra-low emissions black cabs – a successor to the current TX4 taxi – and set for launch in the UK at the end of 2017. The new 85,000 square metre site will also be home to production of the new London taxis and will be based within the Ansty area of Coventry, close to the company's existing factory, which has been home to taxi production for nearly 70 years. Since the firm first began producing cabs in 1948, more than 130,000 vehicles have rolled off the production lines. **D**



KIA REVEALS **NEW OPTIMA**

The latest iteration of Kia's large car, the Optima saloon, has been revealed at the New York motor show. And while there will be changes to the version that arrives on European shores towards the end of this year, it's clear that the latest car is more of an evolution than revolution. More information on European specifications are expected to be revealed at the Frankfurt motor show in September. **D**



NEW PICK-UP FROM **MERCEDES-BENZ**

As more and more car makers expand into new markets and niches, Mercedes-Benz is planning to be the first premium car maker to enter the lifestyle pick-up truck market. To be sold around the world, in particular Latin America, South Africa, Australia and Europe, it will go on sale before the end of the decade. Rumours suggest that it will be built in conjunction with Nissan, though no official confirmation of this has been made. **D**



REVISED MG6 NOW ON SALE

Just as we were going to press, MG announced a series of revisions to its 6 GT hatchback, including a cut of £3,000 off the entry price tag and a drop in CO₂ emissions to 119g/km. A fresh nose treatment incorporates new bumpers, headlights and chrome strip for the grille, while at the side there's a new design for the side vents and reprofiled side skirts. At the rear, there's new LED tail lights and an updated look for the bumper. For the interior, the centre console has been redesigned, with an electric park brake for the first time. A new seven-inch touchscreen is introduced, too, in addition to enhancements to the quality of the materials. Under the bonnet, the 148bhp 1.9-litre turbodiesel engine has been tweaked for lower CO₂ emissions and better fuel economy, though strangely it still doesn't meet the upcoming Euro-6 emissions standards. CO₂ drops by 10g/km to 119g/km, while fuel economy on the combined cycle is improved by 3.8mpg to 61.4mpg. At the same time, performance is enhanced, with acceleration to 60mph achieved half a second faster at 8.4 seconds.



These revisions coincide with the axing of the Magnette saloon and the petrol engines from the line-up. The new three-model line-up consists of S, TS and TL specifications, with prices ranging from £13,995 up to £17,995. **D**



SEOUL DEBUT FOR NOVO CONCEPT

It's a motor show frenzy right now, with Geneva, New York and Seoul all vying for attention. Although this Novo concept isn't destined for production, its styling gives a strong indication as to the direction that Kia will be taking with its medium car range. It sits on the company's C-segment platform, blending a sporty fastback layout, with the company's trademark tiger-nose grille, and has echoes of a baby Porsche Panamera in its silhouette. **D**



LID LIFTED ON EVOQUE CABRIO

Just as the Geneva motor show was opening its doors to visitors, Land Rover officially announced that a Convertible version of its Evoque SUV will go on sale next year. It follows the concept car that was shown at the 2012 New York motor show. Disguised photographs of the upcoming production model were revealed to coincide with engineers driving a prototype Evoque Convertible through the Crossrail tunnels, 40 metres beneath the streets of London, and putting the car's off-road capability to test. When the Range Rover Evoque Convertible begins production next year, it will be built alongside the five-door and three-door Coupé versions at Land Rover's Halewood plant near Liverpool. **D**



PEUGEOT FACELIFTS PARTNER TEPEE



Unveiled ahead of the Geneva motor show, but strangely missing from the company's stand, Peugeot showed off a facelifted version of its Partner Tepee multi-purpose vehicle. A new front grille dominates the nose of the updated vehicle, along with a range of five different Euro-6 compliant 1.6-litre BlueHDi engines with power outputs ranging from 74 to 118bhp. At its greenest, and equipped with fuel-saving stop-start technology, the new Partner Tepee emits just 109g/km of CO₂. There's also a range of new colours, a new design



for the 16-inch alloy wheels, and an integrated seven-inch colour touchscreen. Autonomous emergency braking is offered for the first time, as are front parking sensors and a reversing camera. On offer with a choice of five- and seven-seat editions, the new Partner Tepee arrives in UK showrooms in June. **D**

DE-BUNKING THE DEMONISATION OF DIESEL

With diesel power getting bad press of late, the motor industry is uniting to educate law makers and consumers, and to dispel many of the myths that have been passed around as facts in recent months. Sue Baker reports.

Diesel has become a popular target for detractors in recent times. Attacks on our favourite fuel have been accelerating, with critics attacking it as a cause of air pollution, and calling for bans and additional taxes to curb the use of diesel cars. These include plans by Islington Council to introduce higher residents' parking charges later this year for diesel owners, and a higher rate for diesel vehicles mooted for the London congestion zone, as well as diesel-targeting ultra-low emission zones being considered by 20 city authorities around the country.

But a major fight back in defence of diesel has begun, orchestrated by the combined big guns of the motor industry. At the central London headquarters of the Society of Motor Manufacturers and Traders, the car companies' national trade body, a campaign has been launched to put the record straight on what has been described as the 'demonising' of diesel. It was spearheaded by SMMT chief executive Mike Hawes, backed by the combined might of four of the industry's top bosses: Ford of Britain chairman Mark Ovenden, Jaguar Land Rover chief Jeremy Hicks, Graeme Grieve of BMW, and Volkswagen UK's Paul Willett.

Their emphatic message was that today's diesel engines are the cleanest ever, and

the culmination of billions of pounds of investment by car manufacturers in a drive to improve air quality. "Bans and parking taxes on diesel vehicles therefore make no sense from an environmental view," said Hawes, and "the allegations against diesel cars made in recent months threaten to misguide policy making and undermine public confidence in diesel."

There is clear misunderstanding about the role of diesel vehicles in air pollution. In a recent YouGov poll, 54 per cent of people incorrectly blamed cars and commercial vehicles as the biggest cause of air pollution in the UK. Only one in five correctly identified it as power stations.

From September this year, all new cars will have to comply with Euro-6 emissions standards. It is a fact that the polluting nitrous oxide (NOx) output generated by just one coal-fired power station is the same as the combined output of 42 million Euro-6 diesel cars.

Ford's Mark Ovenden commented at the anti-demonising campaign launch: "It is really worth stressing the difference between past diesels and today's advanced diesel engines. We have made a £475 million investment at Dagenham in the production of modern diesel engines, made at a rate of 350,000 units a year, one every



35 seconds." For Jaguar Land Rover, Jeremy Hicks spoke of the group's investment in a new engine factory and said if there were no diesel cars on the road, the country's total fuel bill would be 11 per cent higher. "Consumers can continue to buy diesels safe in the knowledge that they are making a good informed choice."

The SMMT is now calling for policy makers to adopt "a consistent technology-neutral approach towards vehicle incentives and penalties, to encourage the uptake of the latest technologies." This, it says, will maximise the benefits for air quality. The industry has also produced a Diesel Facts 'myth-busting' guide, being made available via car makers and dealers, and downloadable at www.dieselfacts.co.uk.

Sue Baker 

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Exocet #SmartDrive is a formulated diesel fuel additive incorporating fuel borne catalyst (FBC) technology to promote the regeneration of diesel particulate filters (DPF).

Features

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Exocet #PowerBoost

This bespoke product acts as an ignition quality booster, combustion improver and rapid engine cleanser for diesel engines. It can be used at any time, but is particularly suitable for engines that have not run for a period of time (measured in weeks) and in cold start conditions.

Features

- Improved cold weather starting
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BUDGET 2015 UPDATE

With the country now gripped in election fever, on the run up to the May polls, the Chancellor of the Exchequer, George Osborne, delivered his last Budget Statement in his current term of office.

And it was a decidedly mixed bag for the motorist, with company car drivers in particular clobbered heavily, with a further three per cent increase in benefit-in-kind taxation announced from the 2019/2020 tax year. Putting that into perspective, last year, a driver of a car emitting 99g/km of CO₂ would have paid company car tax at the rate of 13 per cent, however, by 2019/2020, this will rise to 23 per cent, a whopping 10 per cent increase over the period.

The Chancellor also announced that vehicle excise duty would rise by £10 a year on all vehicles emitting more than 166g/km of CO₂, with rates staying the same for all cleaner vehicles. It is pleasing to see that the fuel duty increase has been scrapped for this coming September, which is good news for all motorists, and is the fifth year in succession that duty on petrol and diesel has been frozen. Other announcements included a reduction in the cost of the Severn River crossing toll from 2018, with the price dropping from £6.50 to £5.40 for cars, caravans and small commercial vehicles. HGVs and buses will pay £16.30, compared to £19.60 before.

£100 million has been set aside for research and development into driverless car technology, as well as the systems needed to implement the technology. The five-year scheme will see pilot areas set up in Bristol, Coventry, Greenwich and Milton Keynes. 



COMMON SENSE APPROACH TO PARKING


The parking war on the motorist is set to end as Local Government Secretary Eric Pickles and Transport Secretary Patrick McLoughlin announces a series of measures to combat sharp practices in the industry.

Under the new laws, CCTV camera cars will be outlawed, except outside schools, in bus stops and bus lanes and on red routes, while all drivers will get a ten minute grace period when parked in a bay. This will stop fines being issued for being a few minutes late back to the vehicle. Councils will be reminded that they can't use parking to make a profit, and fines won't be able to be issued at out-of-order parking meters, when there is no other alternative way to pay.

Other points within the new laws include new powers for parking adjudicators, who can take councils to task over parking problems created by poor signage in specific locations. And a powerful new piece of legislation is the ability for residents and local companies to demand that the local council reviews parking in their area, including the cost of parking and the use of yellow lines. Finally, motorists that challenge a parking ticket will now benefit

from a 25 per cent discount if they lose their appeal, whereas currently an early payment discount is only usually available for the first 14 days.

Communities Secretary Eric Pickles commented "We are ending the war on drivers who simply want to go about their

daily business. For too long parking rules have made law-abiding motorists feel like criminals, and caused enormous damage to shops and businesses. Our measures not only bring big benefits for high streets, motorists and local authorities, they put common sense back into parking." 



DRUG DRIVING LAWS COME INTO FORCE

While most of the recent headlines have been about driving with illegal drugs in your body, many people don't realise that you could fall foul of the new laws even while taking prescription drugs.

New drug driving laws came into force on the 2nd March 2015, making it easier for police to catch and convict motorists of driving while under the influence of drugs. And while it is recognised that cannabis, cocaine, ecstasy and ketamine are outlawed by the new regulations, some prescription drugs are covered, too, including clonazepam, diazepam, flunitrazepam, lorazepam, methadone, morphine, oxazepam and temazepam. It is still possible to drive while taking these legal drugs, but advice should be sought

from a doctor as to the correct levels.

To assess whether a person's driving is impaired by drugs, a police officer will firstly ask for a field impairment assessment to be taken. This will consist of a series of tests, like asking to walk in a straight line. A roadside drug testing kit can also be used to screen for cannabis or cocaine. A failure of either of these tests may result in an arrest, and blood or urine will be taken for testing at the police station.

The new laws are effective in England and Wales, but not Northern Ireland or Scotland. A conviction may result in a minimum ban of one year, an unlimited fine, up to six months in prison and a criminal record, and will remain on the driving licence for 11 years. **D**

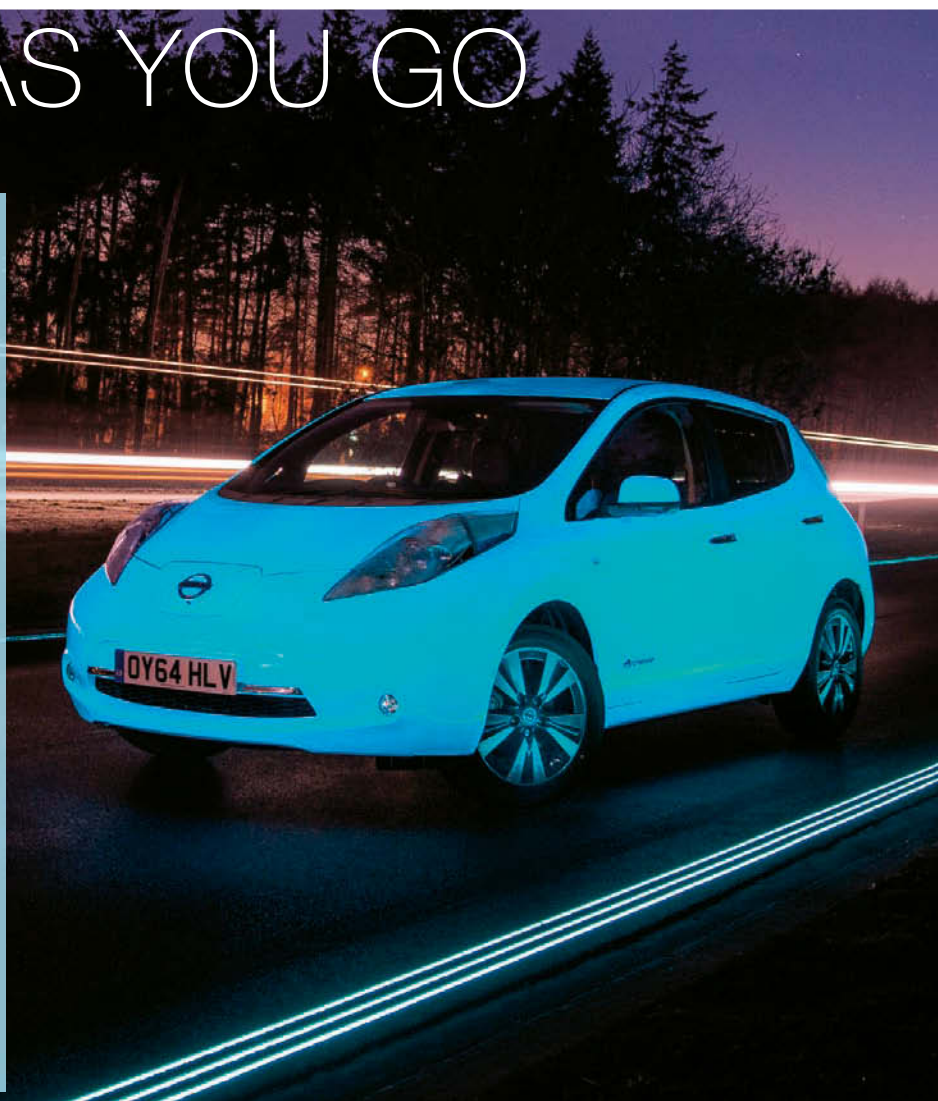


GLOW AS YOU GO

While glowing car paint, and glow-in-the-dark car wraps have been around for a while, a new bespoke ultraviolet-energised paint has been created especially for Nissan in association with inventor Hamish Scott, creator of Starpath, which is a special coating that absorbs ultra-violet energy during the day, so that it can glow for between eight and ten hours once the sun has gone down.

Applied to an all-electric Nissan Leaf, the special paint is made up of entirely organic materials, and contains a rare natural earth product called Strontium Aluminate, which is solid, odourless and chemically and biologically inert. The paint, if it ever sees the light of day in full-scale production, would last for around 25 years.

And to test the ground breaking paintwork, Nissan has driven the glow-in-the-dark Leaf on the Smart Highway in The Netherlands, a 600-metre stretch of the N329 highway, near Oss. The photo-luminescent strips on the Smart Highway replace the standard street lighting to reduce energy consumption, absorbing light during the day, and glowing for eight hours at night. **D**



MOTORING MORSELS

It has been announced that **CHRYSLER** will exit the UK market in 2017 as a result of disappointing sales. Last year, registrations were down by 21 per cent to 1,982 units, compared to 2013.

The coveted title of 2015 **EUROPEAN CAR OF THE YEAR** has been awarded to the latest **VOLKSWAGEN** Passat, with voting taking place by 58 European motoring journalists.

FORD is investing a further £1.7 million in free driver training for 5,000 18 to 24 year olds across Europe. Since 2013, the firm has spent £4.7 million on the life-saving tuition.

One year on from when the **HGV LEVY** was introduced for foreign lorries over 12-tonnes using our roads, more than £44 million has been raised in permits and on-the-spot fines.

Construction of the new **JAGUAR LAND ROVER** National Automotive Innovation Centre at Warwick University has begun, with a ceremony held to lay the first foundation stone.

More than £600 million has been invested by **JAGUAR LAND ROVER** in the West Midlands to support product development and the upgrade of facilities to build the new generation XF.

According to automotive analysts, **JATO DYNAMICS**, the car company with the lowest CO₂ emissions across its entire fleet in Europe is **RENAULT** at an average of 108.4g/km.

Car servicing and repairer **KWIK FIT** has announced the creation of 200 new apprentice places across the UK. Aimed at 16 to 18 year olds, the apprenticeships are for two years.

A survey by car supermarket **MOTORPOINT** found that 92 per cent of respondents support the ban on smoking in cars containing anyone under 18, which becomes law this coming October.

Spanish car maker **SEAT** has teamed up with **SAMSUNG ELECTRONICS** to develop connectivity solutions across its car line-up, with the first fruits of the co-operation expected later this year.

Production of the new **SKODA** Superb has begun at the company's Kvasiny plant in Czech Republic. More than £45 million has been invested in the facility to build the new car.

The **VOLKSWAGEN** Transporter, or Bulli, as it is commonly known, is celebrating its 65th birthday. Originally based on the Beetle, the first examples were produced way back in 1950.

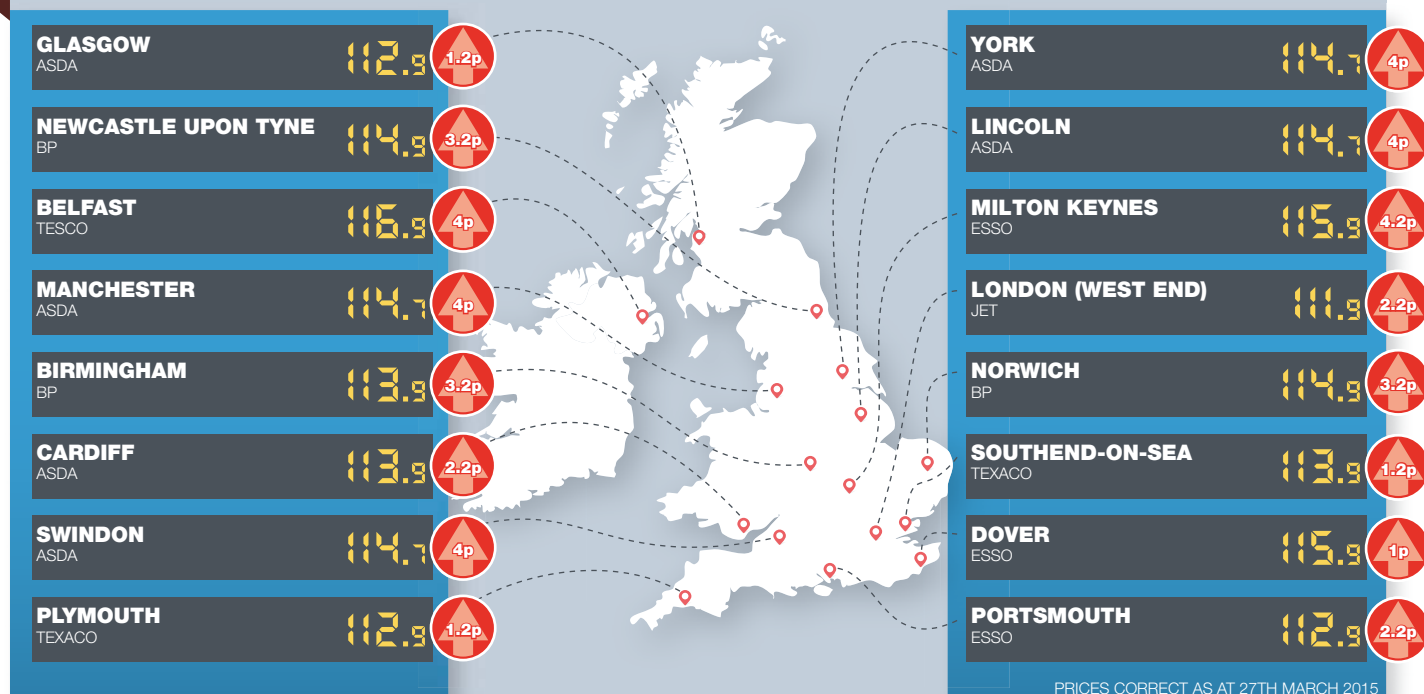
You can read more about some of these stories at WWW.DIESELCARMAGAZINE.CO.UK

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FUEL PRICES



With the cost of diesel making up a significant part of a car's running costs, Diesel Car researchers have been checking out the cheapest prices at sixteen key locations, and monitoring whether the costs have risen or decreased. Our advice is to shop around by all means, but don't drive too far, as you can quite easily wipe out the cost saving by clocking up extra miles. **D**



PRICES CORRECT AS AT 27TH MARCH 2015



A month in the world of motoring

3RD MARCH 2015

The annual pilgrimage to the Geneva motor show is always a delight, thanks to its relative compact size and a big helping of both pie-in-the-sky concept cars and production ready metal. This year was no different, but there appeared to be a more down to earth approach to many of the show cars, and a number of significant production cars making their motor show debut. Cars like the Skoda Superb, Mazda CX-3, Jaguar XE and Renault Kadjar made their first appearance, and are set to win over scores of buyers in UK showrooms. A brace of new MPVs made their expo debut, with BMW's seven-seat 2 Series Gran Tourer, the new Volkswagen Touran and Ford's S-MAX all vying for attention from the world's media. It was great to finally see the SsangYong Tivoli in its final form, having seen scores of concept cars at shows over the past few years. On the concept front, Kia took the wraps off a thinly veiled SportSpace concept which executives admit will form the basis of a load-lugging edition of the new Optima, and SEAT unveiled the 20V20 concept, which shows the styling direction it will take with its new medium-sized crossover. Equally as striking as the other pair, is Nissan's Sway, which shows the company's thinking for its next generation Micra which arrives next year. While over on the Suzuki stand, the Japanese company took the covers off a pair of concept cars named iK-2 and IM-4. The latter isn't yet earmarked for production, but is expected to get the green light soon, combining a four-wheel-drive drivetrain with styling that has been inspired by the classic Whizzkid. The hatchback iK-2 will go into production, and is likely to arrive in Suzuki showrooms next year, once the show car excesses have been removed.

Having pounded the halls on press day, covering 3.4 miles in the process, and taking more than 1,150 photographs along the way, what were my favourites? Normally it's easy to declare a single show star, but this year is far more difficult. The gorgeous and practical Kia SportSpace concept is certainly one of my favourite concept cars of Geneva, but I'm also wooed by the Volkswagen Sport Coupé Concept GTE, too. Maybe it's the strikingly bright yellow paintwork that caught my eye



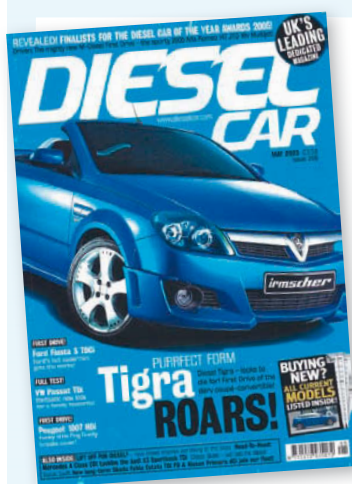
most, but I think it was the sexy fastback styling that did it, and the fact that I could actually see it sitting in VW showrooms for people to buy. The Mitsubishi Concept-XR PHEV II caught my eye, too, and I really hope that Mitsubishi keep their promise and the replacement for the ASX actually looks vaguely like it. If it does, combined with the plug-in hybrid drivetrain, it'll be an absolute winner and is sure to sell even quicker than the Outlander PHEV does, and that's saying something. So I know it's a bit of a cop-out, but can I have three favourites this year, please?

Moving onto production cars, and I'm going to be equally greedy, as a pair of newcomers have caught my eye. One of them graced the front page of last month's issue, and is a perfect example of how far the Korean car makers have come. I'm of course talking about the Hyundai Tucson, which makes its motor show debut in Geneva, along with a 48-volt plug-in hybrid edition. Where the ix35 looks quite gawky, the new Tucson looks bold, muscular and well proportioned. It's certainly one of the cars that I'm

most looking forward to driving later this year, and should worry a few of the established set in the crossover category. My second favourite new car at Geneva should raise a few eyebrows, as it's the facelifted Toyota

Avenis that has caught my eye. As well as sprucing up the exterior, under the bonnet you'll find a pair of new BMW-sourced diesel engines which should catapult the large Brit-built saloon and estate further up the desirability list. I can't wait to drive it to see if the Avenis has been transformed with the addition of its new powerplants.

So which car from the show gets the Diesel Car wooden spoon this year, and for once it's an easy decision. I'm a big fan of Volvo's S60 saloon, but its transition into the S60 Cross Country isn't so well resolved. The pumped stance and chunky bumpers don't suit the stylish sedan, and I haven't spoken to a single person that thinks it's a good idea. Only time will tell whether it catches on, but I have feeling it could be a case of being a niche too far.



10 YEARS AGO...

The Vauxhall Tigra 1.3 CDTi gets the first test treatment in the May 2005 issue of Diesel Car, with our tester remarking that is the pick of the range thanks to impressive in-gear acceleration, low insurance and significantly better economy than the petrol variants. Elsewhere, Ford's Fiesta Zetec S was put through its paces, with a verdict that it's great fun to drive and the best small Ford diesel you can buy. Mercedes-Benz's

A 200 CDI took on the Audi A3 2.0 TDI and lost, though it has to be said that it didn't exactly disgrace itself, being praised for having more interior and boot space, clever seats, and yet being half a metre shorter than the A3. Other diesel delights included tests of the Suzuki Swift 1.3 DDiS, Mercedes-Benz ML 320 CDI, Volkswagen Passat 2.0 TDI DSG and the oddly quirky Peugeot 1007 1.4 HDi.

MARKETPLACE

The announcement of the February 2015 statistics coincides with three consecutive years of increasing registration figures, with 76,958 units recorded, compared to 68,736 a year ago. The percentage of diesel registrations have slipped over the 50 per cent barrier, at 50.1, a full two per cent up compared to February 2014. The marketshare of petrol dropped from 50.1 per cent a year ago to 47.5 per cent, while alternative fuel vehicles rose from 1.8 to 2.4 per cent, spurred on by recent additions to the electric and hybrid sectors. Mitsubishi's Outlander PHEV continues to dominate the plug-in electric arena, both in February and the year so far, with Nissan's Leaf the leader in the pure-electric

class. Toyota's Yaris was the best-selling non-plug-in hybrid model during February, with its bigger brother, the Auris, the highest selling hybrid so far this year.

Volkswagen's Golf grabbed the top spot in the diesel segment, both for February 2015 and the year-to-date figures, while Volkswagen's Tiguan SUV made an entry into the number eight spot this month for diesel registrations, and tenth place so far this year. In the overall best sellers charts, Ford's Fiesta continues its dominance, and is number one for both this month and the year-to-date. The VW Golf is now the best selling medium-sized car for both February and 2015, and Nissan's Qashqai has recorded the highest sales for crossover vehicles.

BEST SELLERS

	FEBRUARY 2015		YEAR-TO-DATE	
1	Ford Fiesta	4,096	Ford Fiesta	12,770
2	Volkswagen Golf	3,177	Vauxhall Corsa	9,709
3	Vauxhall Corsa	2,830	Volkswagen Golf	7,564
4	Vauxhall Astra	2,396	Ford Focus	6,845
5	Ford Focus	2,021	Nissan Qashqai	6,476
6	Nissan Qashqai	1,800	Vauxhall Astra	5,392
7	Vauxhall Insignia	1,797	Audi A3	5,257
8	Mercedes-Benz C-Class	1,686	Mercedes-Benz C-Class	5,220
9	Audi A3	1,609	Volkswagen Polo	4,783
10	Fiat 500	1,436	Fiat 500	4,581

DIESEL BEST SELLERS

	FEBRUARY 2015		YEAR-TO-DATE	
1	Volkswagen Golf	1,909	Volkswagen Golf	4,697
2	Vauxhall Insignia	1,616	Nissan Qashqai	4,231
3	Vauxhall Astra	1,312	Mercedes-Benz C-Class	3,842
4	Nissan Qashqai	1,173	Vauxhall Insignia	3,730
5	Mercedes-Benz C-Class	1,168	Ford Focus	3,483
6	Ford Focus	1,068	Audi A3	3,337
7	Audi A3	1,029	Vauxhall Astra	2,827
8	Volkswagen Tiguan	999	Ford Kuga	2,630
9	BMW 1 Series	970	Mercedes-Benz A-Class	2,488
10	BMW 3 Series	942	Volkswagen Tiguan	2,401

BEST SELLING CAR MAKERS

		FEB 2015	MARKET SHARE%		YEAR-TO-DATE	MARKET SHARE%
1	Ford	9,858	12.81%	Ford	31,338	12.96%
2	Vauxhall	9,552	12.41%	Vauxhall	26,487	10.95%
3	Volkswagen	7,710	10.02%	Volkswagen	21,703	8.98%
4	BMW	5,091	6.62%	Audi	15,766	6.52%
5	Audi	4,412	5.73%	Nissan	15,221	6.29%
6	Mercedes-Benz	4,347	5.65%	Mercedes-Benz	13,695	5.66%
7	Nissan	4,145	5.39%	BMW	13,099	5.42%
8	Peugeot	3,917	5.09%	Peugeot	11,088	4.59%
9	Citroën	3,074	3.99%	Toyota	9,669	4.00%
10	Toyota	2,958	3.84%	Citroën	8,488	3.51%

NEW CAR REGISTRATION BREAKDOWN

			FEB 2015	M.SHARE %		YEAR-TO-DATE	M.SHARE %
Diesel sales			38,553	50.10%		120,384	49.80%
Petrol sales			36,553	47.50%		114,980	47.50%
Electric sales	Pure electric	216	1,852	2.40%	728	6,450	2.70%
	Plug-in hybrid	512			1,715		
	Diesel hybrid	108			366		
	Petrol hybrid	1,026			3,663		
Total sales			76,958	-		241,814	-

REGISTRATION WINNERS

			REGISTRATIONS – FEBRUARY 2015		REGISTRATIONS – FEBRUARY 2014	INCREASE %
1	Mitsubishi		553		199	177.89%
2	Maserati		58		21	176.19%
3	Jeep		196		74	164.86%
4	MINI		1,756		979	79.37%
5	BMW		5,091		3,037	67.63%
6	Renault		1,709		1,021	67.38%
7	Volkswagen		7,710		5,559	38.69%
8	MG		63		47	34.04%
9	Subaru		47		37	27.03%
10	SEAT		1,176		930	26.45%

REGISTRATION LOSERS

			REGISTRATIONS – FEBRUARY 2015		REGISTRATIONS – FEBRUARY 2014	DECREASE %
1	Chevrolet		1		535	-99.81%
2	Chrysler		12		66	-81.82%
3	smart		105		179	-41.34%
4	Suzuki		923		1,199	-23.02%
5	Honda		1,580		2,023	-21.90%
6	Hyundai		2,602		3,109	-16.31%
7	Alfa Romeo		123		145	-15.17%
8	Skoda		2,260		2,341	-3.46%
9	Citroën		3,074		3,106	-1.03%
10	Ford		9,858		9,935	-0.78%

Data supplied by:



FORD S-MAX



Alfa Romeo Large Car	New model	2016
Alfa Romeo Crossover	New model	2016
Audi A1 1.0 TFSI	New derivative	Summer 2015
Audi A4	New model	Winter 2015
Audi A4 Avant	New bodystyle	2016
Audi A5	New model	2016
Audi Q1	New model	2016
Audi Q5	New model	2016
Audi Q7	New model	August 2015
Audi Q7 3.0 TDI (215bhp)	New derivative	Autumn 2015
Audi Q7 e-tron quattro plug-in hybrid	New derivative	2015
Audi TT Roadster	New bodystyle	April 2015
BMW 2 Series Gran Tourer	New model	September 2015
BMW 3 Series	Facelift	Autumn 2015
BMW 5 Series	New model	2016
BMW 7 Series	New model	Winter 2015
BMW X1	New model	Summer 2015
BMW X5 xDrive40e	New derivative	Autumn 2015
BMW X6 xDrive40d	New engine	2015
BMW X7	New model	2016
Citroën C3 Picasso	New model	Autumn 2015
Citroën Berlingo Multispace	Facelift	July 2015
Citroën C4	Facelift	April 2015
Citroën C4 BlueHDi 120 Automatic	New derivative	May 2015
DS 4	Facelift	Autumn 2015
DS 5	Facelift	July 2015
Fiat 500 Vintage 57	New derivative	April 2015
Fiat 500	New model	2016
Fiat 500X	New model	April 2015
Ford Ka	New model	2016
Ford EcoSport	Facelift	Autumn 2015
Ford Focus Zetec S Red/Black	New derivative	Summer 2015
Ford Focus ST Diesel PowerShift	New derivative	2016
Ford C-MAX	Facelift	Spring 2015
Ford Mondeo 1.5 TDCi	New engine	Summer 2015
Ford Mondeo 4x4	New derivative	Summer 2015
Ford Mondeo 2.0 TDCi Twin Turbo	New derivative	Summer 2015
Ford Mondeo Vignale	New derivative	June 2015
Ford S-MAX	New model	Summer 2015
Ford S-MAX Vignale	New derivative	2015
Ford Galaxy	New model	August 2015
Ford Edge	New model	Winter 2015
Ford Ranger	Facelift	Autumn 2015
Honda Jazz	New model	Summer 2015
Honda HR-V	New model	Summer 2015
Hyundai i40	Facelift	Spring 2015
Hyundai Tucson	New model	Summer 2015
Infiniti Q30	New model	2015
Infiniti QX30	New model	2016

Infiniti Q60	New model	2016
Jaguar XE	New model	Summer 2015
Jaguar XE Sportbrake	New bodystyle	2016
Jaguar XF	New model	Autumn 2015
Jaguar XJ	Facelift	Summer 2015
Jaguar F-Pace	New model	2016
Jeep Renegade Trailhawk	New derivative	July 2015
Jeep Grand Cherokee	Facelift	Autumn 2016
Kia Picanto	Facelift	April 2015
Kia cee'd	Facelift	Autumn 2015
Kia pro_ cee'd	Facelift	Autumn 2015
Kia Optima	New model	Winter 2015
Kia Optima Sportswagon	New bodystyle	2016
Kia Sportage	New model	Spring 2016
Kia Sorento	New model	April 2015
Land Rover Defender Heritage	New derivative	August 2015
Land Rover Defender Adventure	New derivative	August 2015
Land Rover Defender Autobiography	New derivative	April 2015
Land Rover Defender	New model	2016
Land Rover Discovery Sport eD4	New engine	Summer 2015
Land Rover Discovery	New model	2016
Lexus RC	New model	2015
Lexus RX	New model	Winter 2015
Maserati Levante	New model	Autumn 2015
Mazda CX-3	New model	June 2015
Mazda CX-5	Facelift	Spring 2015
Mercedes-Benz A-Class	Facelift	Autumn 2015
Mercedes-Benz CLA SB 4MATIC	New derivative	Autumn 2015
Mercedes-Benz C-Class Plug-In Hybrid	New derivative	April 2015
Mercedes-Benz C-Class Coupé	New bodystyle	Winter 2015
Mercedes-Benz C-Class Convertible	New bodystyle	Winter 2015
Mercedes-Benz E-Class	New model	2016
Mercedes-Benz GLC-Class	New model	Autumn 2015
Mercedes-Benz GLE-Class	Facelift	September 2015
Mercedes-Benz GLE-Class Coupé	New model	May 2015
Mercedes-Benz GLE Plug-In Hybrid	New derivative	2015
Mercedes-Benz V-Class	New model	July 2015
MG 6	Facelift	April 2015
MINI Clubman	New model	Autumn 2015
MINI Convertible	New model	Winter 2015
MINI Countryman Park Lane	New derivative	Summer 2015
MINI Countryman	New model	2016
Mitsubishi ASX	New model	2015
Mitsubishi L200	New model	Summer 2015
Nissan Micra	New model	2016
Nissan Navara	New model	2015
Peugeot 108 Roland Garros	New derivative	Summer 2015
Peugeot 208	Facelift	June 2015

HONDA JAZZ



If you've made your mind up that you want to treat yourself to a new car, then check out these pages to see what's coming soon. Here we highlight all of the upcoming new models that the dealers don't want you to know about, as they would prefer to shift the soon to be obsolete metal languishing in their showrooms. Don't be

surprised if the salesman pretends not to know anything about them, but rest assured, our information is rock solid and has been gleaned from those in the know and company insiders. You won't find a more comprehensive guide to the diesel, sub-100g/km and alternative fuel market in the business.



RENAULT KADJAR

Peugeot B-Sector MPV	New model	Autumn 2015
Peugeot Partner Tepee	Facelift	June 2015
Porsche Macan S e-Hybrid	New derivative	2015
Porsche Panamera	New model	2016
Range Rover Evoque	Facelift	Summer 2015
Range Rover Evoque Convertible	New bodystyle	2016
Range Rover SVAutobiography	New derivative	Summer 2015
Renault Megane	New model	Spring 2016
Renault Kadjar	New model	September 2015
Renault Scenic	New model	2016
Renault Grand Scenic	New bodystyle	2016
Renault Large SUV	New model	2017
Renault Zoe	New derivative	2015
SEAT Ibiza	Facelift	September 2015
SEAT Ibiza	New model	2017
SEAT Medium SUV	New model	2016
SEAT Alhambra	Facelift	September 2015
Skoda Fabia GreenLine	New derivative	Autumn 2015
Skoda Fabia Monte Carlo	New derivative	Summer 2015
Skoda Superb	New model	September 2015
Skoda Superb Estate	New bodystyle	October 2015
Skoda Superb GreenLine	New derivative	2016
Skoda Superb Scout	New derivative	2016
Skoda Large SUV	New model	2016
smart fortwo cabrio	New bodystyle	Spring 2015
smart fortwo electric drive	New derivative	2016
SsangYong Tivoli	New model	June 2015
Subaru Levorg	New model	Autumn 2015
Subaru Forester 2.0D Lineartronic	New derivative	April 2015
Subaru Outback	New model	April 2015
Suzuki Celerio ASG	New derivative	Summer 2015
Suzuki Celerio Dualjet	New derivative	April 2015
Suzuki City Car	New model	2016
Suzuki Swift	New model	2017

Suzuki Medium Car	New model	Spring 2016
Suzuki Vitara	New model	April 2015
Tesla Model X	New model	Autumn 2015
Toyota Auris	Facelift	Summer 2015
Toyota Prius	New model	Winter 2015
Toyota Avensis	Facelift	June 2015
Toyota Mirai	New model	Summer 2015
Toyota RAV4	Facelift	December 2015
Toyota RAV4 Hybrid	New derivative	Spring 2016
Toyota Hilux	New model	2015
Vauxhall Viva	New model	Summer 2015
Vauxhall Meriva	New model	2016
Vauxhall Astra	New model	Autumn 2015
Vauxhall Astra Sports Tourer	New bodystyle	2016
Vauxhall Zafira	New model	2016
Vauxhall Insignia	New model	2016
Volkswagen Golf GTD Estate	New derivative	June 2015
Volkswagen Golf Alltrack	New model	Summer 2015
Volkswagen Passat BlueMotion	New derivative	Summer 2015
Volkswagen Passat GTE Plug-In Hybrid	New derivative	October 2015
Volkswagen Passat Alltrack	New derivative	October 2015
Volkswagen Touran	New model	November 2015
Volkswagen Sharan	Facelift	October 2015
Volkswagen Tiguan	New model	2015
Volvo D2, D3, D5 engines	New engine	May 2015
Volvo S60	New model	2017
Volvo S60 Cross Country	New derivative	Summer 2015
Volvo S90	New model	2016
Volvo V40	Facelift	Autumn 2015
Volvo V60	New model	2017
Volvo V60 Cross Country	New derivative	June 2015
Volvo V90	New model	2016
Volvo V90 Cross Country	New model	2016
Volvo XC40	New model	2017
Volvo XC60	New model	2017
Volvo XC90	New model	April 2015



TOYOTA AVENSIS

RUMOUR MILL

FIAT

A new equipment level is set to be launched for the 500 hatchback and 500C convertible. The new Pop Star editions follow a similar naming policy in the 500L and 500X. Both 1.3 Multijet diesel and TwinAir petrol engines will be offered when the new models arrive.

HYUNDAI

The range of diesel powered i20 models will increase with the impending launch of S Air editions, powered by either a 74bhp 1.1-litre CRDi engine or 89bhp 1.4-litre CRDi unit. Previously this trim level was reserved only for petrol engines.

HYUNDAI

Ten variants will be offered when the facelifted i40 saloon and Tourer goes on sale later this year. Powered by either 114 or 139bhp editions of the 1.7-litre CRDi engine, there will be a pair of trim levels - S and SE Nav. As the name implies, the upper trim level includes satellite navigation.

EURO 6 WATCH

43%

Percentage of models listed in our data files that meet the latest Euro 6 emissions regulations

WHAT'S NEW

AUDI

The new Q7 made its European debut at the Geneva motor show, and now Audi has announced prices for its flagship off-roader. Offered initially with a pair of trim levels – SE and S line – and a single 268bhp 3.0-litre V6 TDI engine, a lower powered edition of the same engine boasting 215bhp will be available to order from late summer. The SE version costs £50,340, while the S line model is priced at £53,835. The latter represents an increase of £5,750 when compared to its predecessor. The first customer cars will begin arriving in showrooms in August, and will boast a standard equipment list that is considerably more generous than before. Not



only that, but CO₂ emissions have been pared back to just 153g/km, with fuel economy on the combined cycle of 47.9mpg – almost 10mpg more efficient than the outgoing Q7. Performance has been enhanced, too, with 1.3 seconds sliced from the 0-62mph acceleration figure (now 6.5 seconds), and a top speed of 145mph, which is a 10mph improvement. This is no doubt due to the lower kerb weight, which is up to 325kgs lighter than before, depending on version. The latest Q7 seven-seat SUV is available to order now.



BMW

The facelift versions of the 1 Series three- and five-door hatchbacks are arriving in showrooms round about now, and the line-up has been slimmed down compared to the outgoing model. Just four equipment levels are on offer – EfficientDynamics Plus, SE, Sport and M Sport – paired to a choice of four diesel engines. The entry-level unit is a 114bhp 1.5-litre three-cylinder powerplant borrowed from the MINI and 2 Series Active Tourer. It powers the 116d EfficientDynamics Plus model, emitting just 89g/km of

CO₂, while capable of 83.1mpg on the combined cycle. 118d, 120d and 125d editions are all powered by the latest generation 2.0-litre four-cylinder engine, developing 148, 188 and 221bhp respectively. 120d xDrive four-wheel-drive models are offered exclusively with the five-door hatchback bodystyle and an eight-speed automatic transmission, and cost from £28,355. In all, there are 26 models in the updated 1 Series range, with prices kicking off at £22,030 for the 116d EfficientDynamics Plus three-door, up to £30,330 for the 125d M Sport Automatic five-door.

DACIA

Even though the Dacia range has only been back onto the UK market for a little over three years, the brand is celebrating a decade since it was relaunched in Europe with new top-of-the-range versions of its most popular models. It was 2005 that the first generation Logan saloon was catapulted into showrooms, and these Lauréate Prime editions of the Sandero, Logan MCV and Duster are designed to commemorate the tenth anniversary. All three models come finished in an exclusive metallic Cosmos Blue paint finish, which is a nod to the company's

corporate colours, while inside, there's blue fabric inserts on the front and rear seats, as well as blue detailing on the floor mats and seat belts. Other stand-out features include smoked alloy wheels and dark grey door mirror covers, as well as electric rear windows, a front armrest, a leather steering wheel and the latest iteration of Dacia's satellite navigation system, with seven-inch touchscreen, Apple Siri integration and seven-digit postcode recognition. These extra features cost an additional

£500 compared to the standard Lauréate models that they are based upon. This means the Sandero Lauréate Prime dCi 90 costs £10,295, the Logan MCV Lauréate Prime dCi 90 is priced

at £11k more, while the Duster Lauréate Prime dCi 110 wears a price tag of £13,995, with four-wheel-drive costing an additional £2,000. The anniversary models are available to order now.



SHEDDING GRAMS

CITROËN

Unusually for this section, we are featuring a car where the CO₂ emissions are on the increase, rather than dropping. The recently launched Citroën C4 Cactus fitted with the BlueHDI 100 engine now produces CO₂ at the rate of 90g/km (previously 87g/km) in Touch and Feel trim levels, and the flagship Flair model now emits 92g/km, whereas a figure of 89g/km was quoted before.

MERCEDES-BENZ

All versions of the Mercedes-Benz CLA-Class are now more frugal, with lower CO₂ emissions, too. All CLA 200 CDI editions have CO₂ emissions that drop by 5g/km, now emitting 109g/km when equipped with a six-speed manual transmission and 105g/km in automatic guise. More powerful CLA 220 CDI automatic versions are now capable of 109g/km – previously listed as 111g/km.

MERCEDES-BENZ

The smallest SUV in the company's line-up has been reworked so that it is more efficient. The entry-level GLA 200 CDI models with manual gearbox now achieve 67.3mpg, with CO₂ emissions of 110g/km. Meanwhile automatic editions are capable of the same 67.3mpg and 108g/km of CO₂. All four-wheel-drive GLA 200 CDI and 220 CDI 4Matic editions are capable of 127g/km and 58.9mpg. Despite the changes, prices are the same.

PEUGEOT

The Peugeot 308 hatchback and SW estate equipped with the latest Euro-6 emissions compliant 2.0-litre BlueHDI engine is now more efficient, with the six-speed manual editions now capable of achieving 76.3mpg on the combined cycle, and emit CO₂ at the rate of 97g/km. Previously the Allure and GT Line trimmed models had vital statistics of 70.6mpg and 105g/km.

FORD

Ahead of its arrival in showrooms this summer, Ford has released prices for its new S-MAX seven-seater, with the cheapest diesel model kicking off at £25,245, a price rise of £1,135 compared to the outgoing car. Four 2.0-litre TDCi engines are on offer, in a choice of 118, 148 and 177bhp power outputs, with a twin-turbocharged unit crowning the range, with 207bhp on tap. All-wheel-drive is offered for the first time, and buyers have three trim levels to select from – Zetec, Titanium and Titanium Sport. Comprehensively kitted out, all editions come with parking sensors front and rear, 17-inch alloy wheels, electrically folding door mirrors, keyless start and DAB digital radio with Ford's

Sync 2 system and an eight-inch touchscreen. Titanium models feature satellite navigation, cruise control, rear privacy glass, automatic headlights and wipers, a lane keeping aid and traffic sign recognition, while flagship Titanium Sport versions gain a sports body kit, 18-inch alloy wheels, lowered suspension and heated front seats. Key optional extras include LED headlights, an electric tailgate, autonomous emergency braking and an automatic parking system. All-wheel-drive models are priced from £29,195 for a Titanium specification car paired to a six-speed manual gearbox and 148bhp 2.0 TDCi engine. The new S-MAX is available to order now, with examples arriving in showrooms this summer.



HYUNDAI

The expansion of the i20 supermini line-up continues with new Premium Nav and Premium SE Nav models paired to the 89bhp 1.4-litre CRDi engine joining the range. Costing an additional £675 above the standard Premium

and Premium SE models, the newcomers boast satellite navigation with a seven-inch touchscreen, a reversing camera and DAB digital radio. The Premium Nav wears a price tag of £16,400 and the Premium SE Nav model costs an additional £1,000. The new models are available to order now.



PRICE CHANGES

MERCEDES-BENZ

The price of all E-Class Coupé and Cabriolet models have increased by £200, and the entry-level SE trim editions have been deleted, leaving just AMG Line versions in the line-up. The cheapest model, the E 220 BlueTEC AMG Line Coupé costs £39,310, with the most

expensive version, the E 350 BlueTEC AMG Line Cabriolet, priced at £46,010.



HONDA

The prices for the updated editions of the Civic have been released by Honda, with all versions costing less than its predecessor. The entry-level Civic 1.6 i-DTEC S hatchback now costs £18,755, a reduction of £1,620, while the flagship Civic Tourer 1.6 i-DTEC EX Plus has a price tag of £26,140, which is £1,320 less than before. New Sport versions join the range for the first time, available exclusively with the hatchback bodystyle, and aimed at buyers that like a more dynamic looking car. It's priced at £20,820, with the Navi edition costing £610 more, and featuring satellite navigation with a seven-inch touchscreen as standard. All diesel Civics are powered by the same 118bhp 1.6-

litre i-DTEC engine, and paired to a choice of S, SE Plus, SR and EX Plus trim levels. There's the option of five-door hatchback or five-door Tourer bodystyles, and all come equipped with a six-speed manual transmission – an automatic gearbox isn't offered. The update to the Civic encompasses a revised nose and tail treatment, including new light clusters and bumpers, as well as a remodelled interior with better quality materials, and a new touchscreen infotainment system. Available to order now, the restyled cars are beginning to arrive in showrooms now.



MERCEDES-BENZ

Just as the first photographs of the M-Class morphing into the GLE-Class are released, Mercedes-Benz has announced prices for its BMW X6 challenger, the GLE 350 d Coupé. The five-door sports SUV is offered with a single 255bhp 3.0-litre V6 turbocharged engine, producing 457lb ft of torque. It heralds the first step in a new naming policy for the German firm, where diesel engines are simply labelled 'd' within the model name, with CDI and BlueTEC nomenclatures a thing of the past. A pair of trim levels are offered with the new car – AMG Line and designo

Line – with the former costing £60,675 and the latter priced at £69,970, with each edition equipped with 4Matic all-wheel-drive and a 9G-Tronic automatic transmission as standard. The new GLE-Class Coupé is available to order now, with the first examples arriving in showrooms early in the summer.



LATEST EURONCAP CRASH TEST RESULTS

	ADULT OCCUPANT PROTECTION	CHILD OCCUPANT PROTECTION	PEDESTRIAN PROTECTION	SAFETY ASSIST	OVERALL SCORE
Audi TT Coupé	81%	68%	82%	64%	★★★★★

GOING, GOING, GONE

Here we mention all of the models that have been discontinued from the car maker's price lists in the past month, so you don't get caught-out buying an out-of-date model. There's likely to be some keen deals on these end-of-the-line editions, so if you do choose one, make sure that you haggle hard and squeeze every single penny out of the dealer.

BMW 1 Series
(All previous generation models)

Hyundai i30
(All previous generation models)

Mercedes-Benz E 220 BlueTec SE
Coupé and Cabriolet

Peugeot 2008 Allure/Feline
1.6 e-HDi (113bhp)



PEUGEOT

The proliferation of Peugeot's new Euro-6 emissions compliant 1.6-litre BlueHDi 120 engine continues across the French firm's line-up, with the 2008 and 3008 crossovers becoming the latest recipients, along with the 5008 seven-seat MPV. Over time, the new unit will replace the 1.6-litre HDi 115 and e-HDi 115 engines in the company's line-up. In the 2008 range, the new engine is offered in a choice of Allure, Crossway and Feline trim levels, costing between £18,595 and £19,995. The new technology costs an extra £250,

and as well as ducking under the 100g/km CO₂ emissions barrier at 96g/km, the new editions are 5.7mpg more fuel efficient than before. There's also the added cachet of an additional 5bhp and 22lb ft of torque, a top speed of 119mph – up 2mph – and acceleration to 62mph is achieved 0.8 of a second quicker. And it's similar news for the 3008 crossover, with the price premium for the latest technology the same at £250. It's available in Access, Active and Allure equipment levels, with prices kicking off at £19,695 and rising to £23,095. CO₂ emissions of 108g/km mean a fuel economy figure of

68.9mpg – up to 11.3mpg more efficient than before, depending on model. 1.6 seconds have been shaved off the acceleration figure and the 3008 now boasts a 1mph higher top speed. Finally, the 5008 MPV adopts the same engine, but this time, the extra cost amounts to £350. CO₂ emissions are 109g/km on Access and Active models, with flagship Allure trim cars developing 115g/km. This equates to 67.3mpg on the



former, while the latter is capable of 64.2mpg on the combined cycle. That's an almost 10mpg advantage on Allure versions, with prices beginning at £21,395 and topping out at £24,900. The new models are available to order right now, with the first examples arriving in showrooms shortly.

RENAULT

As predicted by Diesel Car several months ago, Renault has added a 1.5-litre dCi 110 engine to its compact crossover range, the Captur. Designed to take on rivals that offer more powerful engines, like the Nissan Juke and Peugeot 2008, the 109bhp powerplant develops 192lb ft of torque and meets the latest Euro 6 emissions regulations. It's offered with a choice of three trim levels – Dynamique, Dynamique S and Signature – with prices starting at £17,695, and rising to £20,795. All editions come with a six-speed manual gearbox



and stop-start technology, with the Dynamique and Dynamique S versions managing 76.4mpg on the combined cycle and CO₂ emissions of 98g/km, while the flagship Signature edition, with Grip Xtend fitted as standard, achieves 72.4mpg and 101g/km. The punchier Captur models are available to order now.

SKODA

While the first cars don't arrive in showrooms until September, Skoda is quick off the mark by revealing prices of its new Superb large car. Priced at a smidjeon over £20k, the three engine, five trim level range kicks off at £20,040 – a modest £150 price rise compared to the last generation car. Larger in almost every direction, the flagship Skoda is 28 millimetres longer, with a wheelbase that has grown by 80 millimetres. Boot space has been enhanced, too, with a massive 625 litres of space on offer that can grow up to 1,760 litres with the rear chairs folded down. Powering the new Superb hatchback are a choice of three units – a 118bhp 1.6-litre TDI engine, together with a pair of 148 and 187bhp 2.0-litre TDI engines, all offered



with either manual or DSG twin-clutch automatic transmissions. Four-wheel-drive is offered, too, and there's five equipment lines – S, SE, SE Business, SE L Executive and Laurin & Klement. The most expensive model in the 24 version line-up is the Superb Laurin & Klement 2.0 TDI CR 4x4 DSG automatic, priced at £33,840, which is over £3k more than a similar model in the last generation car. The latest Superb range is available to order now, with the first customer examples turning up at dealers in September. And although it is yet to be revealed, an estate Superb will follow on just a month later.



2012 Vauxhall Insignia 2.0 CTDi SRI Tourer

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Subaru Outback

The 4x4 estate sector is a small but fiercely competitive sector in the UK. Whilst before, only the Audi A4 Allroad, Volvo XC70 and Subaru Outback did battle on the green lanes and muddy fields of Middle England, they have now been joined by upstarts from the likes of Volkswagen, Skoda and Vauxhall. As a result, the Subaru Outback had to evolve. Having a legion of loyal fans is one thing, but Subaru needs to win new customers. A tough task in a niche segment where rivals are jostling for a big slice of a small pie. Step forward the all-new Outback – the latest incarnation of what Subaru calls “the world’s first crossover”. That’s up for debate, but there’s little doubt the new Outback manages to combine the looks of an estate car with a modern crossover. A new front grille, hawk-eye LED headlights, a prominent shoulder line, big bumpers, body cladding and large LED rear lights give it a pumped-up, purposeful look. Put the 2015 Outback side-by-side with the outgoing model and you’ll see what a good job Subaru has done with the new car.

It’s powered by a heavily-revised version of Subaru’s 2.0-litre ‘Boxer’ diesel engine. With 148bhp on tap, the Outback is hardly the most rapid of cars on the road, but the 258lb ft of torque – now available across a wider band of 1,600 to 2,800rpm – comes into its own once you venture on to the rough stuff. And once you do, you’ll soon discover that thanks to the

Model tested	2.0D SE Lineartronic
Price	£29,995
Made in	Ota, Gunma, Japan
Configuration	5-door estate, 5-seats, four-wheel-drive
Drivetrain	1998cc, 4-cylinder, 16-valve, turbocharged diesel
Transmission	Continuously variable transmission
Power output	148bhp @ 3,600rpm
Maximum torque	258lb ft @ 1,600–2,800rpm
Top speed/0–62mph	119mph/9.9 secs

addition of Subaru’s excellent X-Mode off-road system, the Outback is supremely capable on rutted tracks and steep hills – this is no soft-roader. But if the Outback scores highly off-road, it’s slightly disappointing on it. The huge, truck-like, door mirrors create an excessive amount of wind noise and the increased ride height means the Outback tends to lean heavily when cornering. The steering also feels vague, especially at the dead ahead position, and the diesel engine sounds clattery at idle. On the plus side, the symmetrical four-wheel drive system provides plenty of grip.

One of the old Outback’s biggest issues was the cheap-feeling interior, but Subaru has worked hard to improve things with the new car. It still won’t trouble the Germans or Swedish, but there’s a general uplift in quality and the new infotainment screen is simple to operate, featuring smartphone-style familiarity. The boot space has been increased to 559 litres, including 47 litres beneath the boot floor, and this can be extended to 1,848 litres with the rear seats folded flat. Subaru has achieved this by decreasing the angle of the boot floor and raising the height of the tonneau cover, which can be neatly stored away underneath the loadbay.

Subaru is also keen to showcase its new EyeSight autonomous safety technology.

CO₂ emissions (tax band)	159g/km (G) Euro 5
Economy (urban/extra urban/combined)	37.7/53.3/46.3mpg
Fuel tank size/range	60 litres/611 miles
Insurance group/BIK rate	18/27%
Size (length/width without mirrors)	4,815/1,840mm
Boot space (minimum/maximum)	559/1,848 litres
Kerb/max towing weight	1,678/1,800kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★★★



On sale	Now
In showrooms	Now
Prices	£27,995 to £32,995
Body styles	5-door estate
Engines	2.0 (148bhp)
Trim levels	SE, SE Premium
Also consider	Skoda Superb Estate Outdoor Plus, Volvo XC70

Developed over 25 years, it includes the likes of adaptive cruise control, lane departure warning and pre-collision braking. It’s very good and standard on the Lineartronic models. Welcome to the new millennium, Subaru! At £29,995, the Outback 2.0D SE Lineartronic isn’t cheap, but over the course of a lifetime, the Subaru could prove to be the savviest buy in the sector. Resist the temptation to spend £3,000 upgrading to the SE Premium, because the Outback rides better on the SE’s smaller 17-inch alloy wheels. And so, this rugged Outback remains a class act for those who favour ability and practicality over brand image and is the most capable Subaru yet.

Gavin Braithwaite-Smith





Mazda2

Mazda is revving up for a very busy year, kicking off with the arrival of the new Mazda2, it is a slickly styled and chic-looking supermini rival for Ford's Fiesta. The diesel versions, emitting a low 89g/km of CO₂, are the most efficient models in the mini-Mazda range.

This is a car with driving behaviour that matches its crisply honed design. Performance is reasonably brisk for a modestly sized hatchback, with a standing start sprint time at around 10 seconds. There is a decent amount of pull through the gears, and the six-speed manual gearbox has a smooth, precise action that gives it a very agreeable feel as you snick through the ratios. Steering feel is quite direct and informative, better than that of some rivals. The car behaves commendably on a motorway cruise, but that is not its best environment. Show the Mazda2 a curvy country road, and it is in its element. It handles with an eager verve that gives it a feeling of poise and purpose through the bends. It tucks in nicely, is taut and tidy, with good body control and only minimal roll on the tighter corners.

From the outside the car looks good, with sculpted curves in what Mazda calls its 'Kodo' design language. We can't be quite so complimentary about the Mazda2's cabin. It



Model tested	1.5 SE-L Nav Diesel
Price	£16,395
Made in	Hofu, Japan
Configuration	5-door hatchback, 5-seats, front-wheel-drive
Drivetrain	1499cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission	6-speed manual
Power output	103bhp @ 4,000rpm
Maximum torque	162lb ft @ 1,400–3,200rpm
Top speed/0–62mph	111mph/10.1 secs

looks nice enough at first glance, with an elegant dashboard architecture, but some of the switches are located quite low down, and there is rather a lot of budget-looking plastic cladding the principal surfaces. There are some pliant, squeezable materials to posh things up a bit, but even in the higher spec versions they are relatively sparse. The interior isn't too bad for space, with good enough headroom for a tall driver and passengers. It's a bit more of a squash for kneeroom in the back, feeling on the tight side with five on board for any longer trips. The boot space, at 280 litres, is only about average for the class, and 10 litres less than a Fiesta's, for example.

Trim levels for diesel versions start with the mid-range SE-L to Sport Nav at the top end. Standard kit on all derv models includes air conditioning, a seven-inch touchscreen, Bluetooth mobile phone connectivity, cruise control, electric windows all round, front fog lights, 15-inch alloy wheels and DAB digital radio, as well as six airbags, a lane departure warning system and autonomous emergency braking. SE-L Nav models also include satellite navigation with three years' worth of updates. Sport

CO₂ emissions (tax band)	89g/km (A) Euro 6
Economy (urban/extra urban/combined)	74.3/88.3/83.1mpg
Fuel tank size/range	44 litres/804 miles
Insurance group/BIK rate	15/14%
Size (length/width without mirrors)	4,060/1,695mm
Boot space (minimum/maximum)	280/950 litres
Kerb/max towing weight	1,115/900kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★★★



On sale	Now
In showrooms	Now
Prices	£15,995 to £17,395
Bodystyles	5-door hatchback
Engines	1.5 (103bhp)
Trim levels	SE-L, SE-L Nav, Sport, Sport Nav
Also consider	Peugeot 208, Skoda Fabia

versions add rear privacy glass, automatic headlights, a rain sensor, larger 16-inch alloy wheels, climate control, keyless entry and rear parking sensors, while this flagship Sport Nav edition also features satellite navigation, as well as full-LED headlights and daytime running lights.

The new Mazda 2 is a smart looking and thoroughly likeable small hatchback with very good driving dynamics. It is more fun to drive than most rivals, and feels pretty much on a par with the highly-regarded Fiesta. It isn't the best for interior quality or space, but it is well worth including on the must-see list for anyone considering a car this size.

Sue Baker



Mercedes-Benz CLA-Class Shooting Brake

As car manufacturers devote significant funds from their research and development budgets to develop new platforms, consumers can expect to see ever more variations on a theme. Carmakers want to squeeze as much out of those investments as possible, so building multiple models on a single platform allows them to take advantage of an increasing number of new niches – which also appeals to buyers who want something out of the automotive ordinary. So it is why Mercedes-Benz has added another model to its portfolio, based on the same platform as the A-, B- and CLA-Class.

The CLA Shooting Brake, as the name suggests, is an estate car that retains some of the sporty character of its four-door sister car. It's available with a choice of a pair of 2.1-litre diesel engines, a 134bhp CLA 200 CDI and 174bhp CLA 220 CDI. We tested the latter and found it slightly disappointing. True, it's not short of pace, the low-down torque helping it to accelerate from 0-62mph in 8.3 seconds, but it's a noisy unit that lacks the refinement of some of its rivals, especially when under load. In comparison with the petrol-engined cars we also tested, the diesel felt lumpy and almost cumbersome on the road, the steering feeling lifeless and the body control a touch sloppy, with an excess amount of body roll. The ride also felt fidgety when faced with poor road surfaces.



Model tested	CLA 220 CDI OrangeArt Automatic
Price	£34,825
Made in	Kecskemét, Hungary
Configuration	5-door estate, 5-seats, front-wheel-drive
Drivetrain	2143cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission	7-speed twin-clutch automatic
Power output	174bhp @ 3,400–4,000rpm
Maximum torque	258lb ft @ 1,400–3,400rpm

The interior is comfortable enough, but the switchgear on the dashboard just doesn't have the involving haptics of an Audi or BMW. Unsurprisingly for a sloping-roofed shooting brake, the rear space feels a little limited, the headroom for taller passengers in short supply and legroom only really suitable for shorter trips by adults. Again, the shooting brake nature does mean it's slightly compromised in the boot space department, and it isn't as capacious as more conventional estates. But 495 litres is still pretty good – a load compartment package also allows owners to add an extra 100 litres – and with the 60:40 split folding seats tumbled down, there's 1,354 litres of space on offer.

There are three available trim levels with diesel engines – entry-level Sport, AMG Sport, and a funky OrangeArt edition as seen here. All versions are decently kitted out with parking sensors, an electric rear tailgate, cruise control, rain sensor, Bluetooth mobile phone connectivity and 18-inch alloy wheels, though disappointingly, DAB digital radio costs an extra £420. Costs-wise, the CLA 220 CDI shouldn't be too expensive to run: an official fuel consumption figure of 67.3mpg on the combined cycle is

Top speed/0–62mph	142mph/8.3 secs
CO₂ emissions (tax band)	108g/km (B) Euro 6
Economy (urban/extra urban/combined)	57.7/74.3/67.3mpg
Fuel tank size/range	50 litres/740 miles
Insurance group/BIK rate	30/17%
Size (length/width with mirrors)	4,630/2,032mm
Boot space (minimum/maximum)	495/1,354 litres
Kerb/max towing weight	1,555/1,500kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★★★



On sale	Now
In showrooms	May 2015
Prices	£27,775 to £34,825
Bodystyles	5-door estate
Engines	2.1 (134bhp), 2.1 (174bhp)
Trim levels	Sport, AMG Sport, OrangeArt
Also consider	Audi A4 Avant, BMW 3 Series Touring

pretty competitive, and CO₂ emissions of 108g/km places it in the £20 per year bracket for vehicle excise duty, while company car benefit-in-kind tax is payable at the rate of 17 per cent. It's been placed in group 30 for insurance, which is a similar grouping to comparable models. Not that there really are any directly comparable cars in this sector, though. The closest rivals are likely to be the BMW 3 Series Touring and Audi A4 Avant, but they're more conventional estates, and lack some of the visual drama that the CLA Shooting Brake delivers, especially in this eye-catchingly different OrangeArt edition.

Craig Thomas



Mazda CX-5

A decade ago, we had never even heard of a crossover car. Then the Qashqai appeared in 2006, and a new breed of family car was born. Now there is something of a traffic jam in the tall middle zone of the car market, inhabited by models from other manufacturers cashing in on what Nissan started. Mazda is one of them, and its newly updated CX-5 is an early refresh for a model first launched only three years ago, showing how rapidly things are moving on in the crossover zone. Most of the changes are cosmetic, including a new grille, the availability of LED lights and an upgraded interior, all of which Mazda claims are progressing the CX-5 on its "journey towards the premium sector". Yes, well, we've heard something similar often enough before. The engine choice is unchanged, a 2.2-litre diesel in a choice of two power outputs. The 148bhp diesel is the most popular version, so that is the one we tested, and in front-wheel-drive guise accounts for 70 per cent of CX-5s sold in the UK, thanks to a typical useful saving of £1,600 over the cost of a four-wheel-drive edition.

The car has a sprightly feel, with a sprint time of ten seconds and very adequate power through the mid-range. The handling never quite lets you forget the lofty body height, but it doesn't lean unduly on the bends and grips well into the corners. One of the mild

Model tested	2.2 2WD SE-L Nav Diesel Automatic
Price	£25,695
Made in	Hiroshima, Japan
Configuration	5-door SUV, 5-seats, front-wheel-drive
Drivetrain	2191cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission	6-speed automatic
Power output	148bhp @ 4,500rpm
Maximum torque	280lb ft @ 1,800–2,600rpm

gripes about the CX-5 until now has been its slightly choppy ride quality, and this has been addressed with damper adjustments that give the ride a more settled and comfortable feel – albeit on mostly very smooth roads on our test route. The steering could do with a bit more feedback, but the overall driving experience is agreeably polished.

Inside there are obvious changes that have smartened and streamlined the cabin. This is the first Mazda to be equipped with an electric parking brake instead of a traditional lever, and it's a welcome improvement. Height adjustment has been added to the driving seat, and a rotary volume control for the radio has been handily sited between the front seats. There is also a new seven-inch touchscreen set high in the dash. Mazda claims that the

CX-5 has the best rear legroom, knee and foot space of any of its similarly sized rivals, and a good area for rear passengers to stretch out. Boot space is pretty reasonable too, with 503 litres in five-seat mode, stretching to 1,620 litres with the rear seats tumbled down.

Top-spec models come with satellite navigation, which has a good clear map display but is sometimes a bit slow with instructions. There is also

Top speed/0–62mph	123mph/10.0 secs
CO₂ emissions (tax band)	139g/km (E) Euro 6
Economy (urban/extra urban/combined)	45.6/60.1/53.3mpg
Fuel tank size/range	56 litres/657 miles
Insurance group/BIK rate	tba/23%
Size (length/width without mirrors)	4,555/1,840mm
Boot space (minimum/maximum)	503/1,620 litres
Kerb/max towing weight	1,597/2,000kg
Euro NCAP safety rating	★★★★★ (pre-facelift tested)
DieselCar rating	★★★★★



On sale	Now
In showrooms	April 2015
Prices	£23,695 to £29,895
Bodystyles	5-door SUV
Engines	2.2 (148bhp), 2.2 (173bhp)
Trim levels	SE-L, SE-L Nav, SE-L Lux, Sport Nav
Also consider	Ford Kuga, Volkswagen Tiguan

an infotainment system that Mazda calls MZD Connect, which links the car via a smartphone. Cost-wise, the most frugal model comes with the 148bhp 2.2-litre diesel engine paired to a six-speed manual transmission, which has 119g/km CO₂ emissions, costs £30 a year for vehicle excise duty and falls into the 19 per cent Benefit-in-Kind taxation bracket. There are no shortage of choices amongst mid-size crossovers, and the CX-5 has some tough competition. This mid-life update is modest, but is significant enough to keep it on the potential shopping list for anyone considering this kind of car.

Sue Baker





Kia Sorento

The launch of the new Sorento marks the point where Kia is striving to shift away from being billed as a value brand, and move even closer to the established mainstream set, like Volkswagen and Ford. And with a price tag for the Sorento that pushes past the £40k threshold in its most expensive KX-4 guise, Kia definitely has more upmarket ambitions. All editions of the Korean firm's largest off-roader cost more than before, but that's more than justified by a significant uplift in equipment, quality and capability. Even taking into account the rise in cost, the new Sorento still undercuts its sister car, the Hyundai Santa Fe, by a few hundred pounds – that's sibling rivalry for you!

First impressions are that the Sorento feels much more substantial than before, both inside and out. The bold front grille shouts about its more upmarket pretensions and the detailing simply looks and feels more premium than before. And that continues on the inside when you touch and feel the materials, with soft-touch spongy surfaces abound. With all of the major controls neatly arranged up high, it's easy to navigate your way around. The TFT instruments are a model of clarity, and the prominent touchscreen works beautifully and though positioned a touch too low to be in your constant field of vision, it's an easy system to operate while on the move. The



Model tested	KX-4 2.2 CRDi AWD Automatic
Price	£40,995
Made in	Hwasung, South Korea
Configuration	5-door SUV, 7-seats, four-wheel-drive
Drivetrain	2199cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission	6-speed automatic
Power output	197bhp @ 3,800rpm
Maximum torque	325lb ft @ 1,750–2,750rpm
Top speed/0–62mph	124mph/9.6 secs

command-like seat position gives a great view out and all around the car, which is helped by deep windows and a decently sized rear window. The seats offer lots of adjustment, are nicely stuffed, and deliver generous support when cornering. There's plenty of head, elbow and legroom up front, and it's a similar story for the middle row of seats, though the chairs in the back are better suited to children and small adults. With all seats in use, there's a usable 142 litres of space, enough room for a few small shopping bags, while folding down all of the rear seats totally flat opens out to a sizeable 1,662 litres of luggage space.

Compared to before, power and torque has been increased marginally, while CO₂ emissions on the flagship model has dropped by 1g/km, resulting in fuel economy that is improved by 0.7mpg over the outgoing model. All of the extra equipment has taken its toll on the new Sorento, with its kerbweight increasing by 34kgs. Out on the road, the performance is more adequate than swift, feeling pretty laidback and relaxed in the way that it goes about its business. The engine is refined and quiet, no matter whether you are trickling along or with the accelerator pedal flat to the floor, and combined with low levels of wind and road noise,

CO₂ emissions (tax band)	177g/km (l) Euro 6
Economy (urban/extra urban/combined)	36.3/46.3/42.2mpg
Fuel tank size/range	71 litres/659 miles
Insurance group/BIK rate	28/31%
Size (length/width without mirrors)	4,780/1,890mm
Boot space (7/5/2-seats)	142/605/1,662 litres
Kerb/max towing weight	1,953/2,000kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★★★



On sale	Now
In showrooms	Now
Prices	£28,795 to £40,995
Bodystyles	5-door SUV
Engines	2.2 (197bhp)
Trim levels	KX-1, KX-2, KX-3, KX-4
Also consider	Hyundai Santa Fe, Mitsubishi Outlander

the new Sorento is a calm place to travel. The suspension soaks up undulations nicely, and potholes and ruts are shrugged off with ease. The steering is communicative and well weighted, with reasonable accuracy and precision, and though there's a degree of lean when cornering, it handles safely and predictably. Grip levels are excellent, as you would expect with standard four-wheel-drive, and the brakes have a meaty bite. Of the two transmission options, the six-speed automatic would be our choice, as it delivers a more relaxing driving experience, swapping cogs seamlessly, while being highly responsive when you want it a little more get up and go.

Ian Robertson



SEAT Leon X-Perience

One of the biggest advantages in sharing a platform with the Skoda Octavia and Volkswagen Golf is that it opens up a multitude of different possibilities that previously wouldn't have necessarily been available. And this latest Leon X-Perience is a perfect example, where the four-wheel-drive system that has been engineered for the Skoda Octavia Scout has been repurposed to create a go-anywhere lifestyle SEAT. Featuring a fifth generation Haldex clutch arrangement, combined with XDS – an electronic differential traction control system – drive can be switched from 100 per cent at the front in normal road conditions to a 50:50 split when conditions become a whole lot more slippery. It combines the load-lugging estate body of the Leon ST with a pair of 2.0-litre TDI engines in either 148 or 181bhp state of tune. Together with jacked up suspension, more rugged bumpers and side mouldings, and a smattering of aluminium trim, you've got this X-Perience model that sits at the top of the Leon line-up.

The majority of buyers won't go anywhere more challenging than a muddy supermarket car park, and that's just fine as the Leon makes a great companion on the road, where the additional grip afforded by the standard four-wheel-drive system means it's even more surefooted than the standard car. The raised ride height hasn't affected the superb agility through the bends that all Leons have,



Model tested	SE Technology 2.0 TDI
Price	£26,370
Made in	Martorell, Spain
Configuration	5-door estate, 5-seats, four-wheel-drive
Drivetrain	1968cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission	6-speed manual
Power output	148bhp @ 3,500–4,000rpm
Maximum torque	251lb ft @ 1,750–3,000rpm
Top speed/0–62mph	129mph/8.7 secs

with taut body control and a pliant, comfortable and absorbent ride. The steering is precise, delivering decent feedback through the wheel, making it easy to place on fast back roads, while also being highly manoeuvrable around town. Thanks to low levels of both road and wind noise, it's the engine that you'll hear most, and that doesn't exactly make a racket, it's just more noticeable because everything else is so subdued. The 148bhp unit delivers perky performance away from the lights, and thanks to six well-chosen gear ratios, with a smooth action up and done the gait, it's easy to make swift progress when you're in a press-on mood.

The cabin of the interior of the X-Perience is shared with the rest of the Leon range and so it's all familiar high quality stuff, though our top-spec SE Technology car came with plush looking half leather and brown alcantara upholstery which gives the interior ambience a little extra individuality. Soft-touch mouldings and a sensible layout contrive to make the Leon a neat place to spend time in. All of the controls are logically arranged, and the satellite navigation screen is neatly positioned right within your eye-line, though we wish it was a little quicker to initialise from start-up. It's easy to get a comfortable

CO₂ emissions (tax band)	129g/km (D) Euro 6
Economy (urban/extra urban/combined)	47.9/64.2/57.6mpg
Fuel tank size/range	55 litres/697 miles
Insurance group/BIK rate	20/21%
Size (length/width with mirrors)	4,543/1,975mm
Boot space (minimum/maximum)	587/1,470 litres
Kerb/max towing weight	1,484/2,000kg
Euro NCAP safety rating	★★★★★ (5-door hatchback tested)
DieselCar rating	★★★★★



On sale	Now
In showrooms	Now
Prices	£24,385 to £28,870
Bodystyles	5-door estate
Engines	2.0 (148bhp), 2.0 (181bhp)
Trim levels	SE, SE Technology
Also consider	Skoda Octavia Scout, Volkswagen Golf Alltrack

position thanks to plenty of adjustment, and the heavily bolstered chairs keep you firmly in place when cornering. Space for nick-nacks are well taken care of thanks to a handy tray ahead of the gear lever, an average sized glovebox, and decently sized door pockets. Space for both head and legs is generously sized front and back, though a middle passenger in the back may complain because of the sizeable transmission tunnel. Thanks to clever packaging of the all-wheel-drive system, boot space isn't impacted like some rivals, and so there's still the same 587 litres of space with the seats up, and 1,470 litres with the chairs folded down as the regular Leon ST.

Ian Robertson



Audi TT Roadster

There's no mistaking an Audi TT. Ever since the first concept car broke cover as far back as 1995, the distinctive haunches and dynamic stance make it instantly recognisable as part of the famous sports car family. And despite the latest car riding on the Volkswagen Group MQB platform and adopting the Audi's latest family face, the third generation car is as much as part of the TT lineage as the Peter Schreyer designed original. Last year we tested the coupé edition, scoring it a solid four and a half star rating, and it's now the time to put its soft-top sister car, the Roadster, through its paces to see if it can live up to the same high standards.

In a bid to keep unnecessary weight down, Audi hasn't followed rivals in offering a metal folding roof, instead remaining with the tried and tested formula of a fabric top. Effective insulation means that it's snug and quiet on the move, apart from some noise permeating from the road and tyres, and with the roof folded down, there's a little wind noise and buffeting, even with the deflector in place. The engine remains quiet and subdued, and even with the accelerator pedal buried in the footwell, the sound isn't intrusive. There's great pace away from rest, brakes with good bite, and grip levels that are pretty good, even though this generation of TT diesel

Model tested	Sport 2.0 TDI ultra
Price	£31,955
Made in	Győr, Hungary
Configuration	2-door convertible, 2-seats, front-wheel-drive
Drivetrain	1968cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission	6-speed manual
Power output	181bhp @ 3,500–4,000rpm
Maximum torque	280lb ft @ 1,750–3,250rpm

does without quattro all-wheel-drive, with drive sent only to the front wheels. The gearbox is positive, with six nicely chosen ratios to take full advantage of the generous 280lb ft of torque. The steering is substantially weighted, so you get a good dose of feel through the wheel, and you're always absolutely certain what is going on with the front wheels. Quicken the pace, and there's taut handling, tight body control and great agility through the bends. The suspension is of course set up to be sportily firm, but in general soaks up all but the deepest of potholes and ruts quite nicely at moderate speeds.

For a two-seater sports car, there's a surprisingly spacious cabin, with nice huggy seats and a driving position that is multi-adjustable. Of course you sit down low, and yet there's great visibility all around the car, especially with the roof down. The beautifully simple dashboard is achieved thanks to climate controls that are masterfully set into the centre of the air vent, and where you would often have a separate screen for the infotainment system, that is all contained in the instrument binnacle, controlled by a rotary dial housed between the front seats.

Top speed/0–62mph	147mph/7.3 secs
CO₂ emissions (tax band)	114g/km (C) Euro 6
Economy (urban/extra urban/combined)	55.4/72.4/65.7mpg
Fuel tank size/range	50 litres/723 miles
Insurance group/BIK rate	33/18%
Size (length/width with mirrors)	4,177/1,966mm
Boot space	280 litres
Kerb/max towing weight	1,360/0kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★★★



On sale	Now
In showrooms	Now
Prices	£31,955 to £34,505
Bodystyles	2-door convertible
Engines	2.0 (181bhp)
Trim levels	Sport, S line
Also consider	Mercedes-Benz SLK 250 CDI

Our test car had what Audi calls the Virtual Cockpit, which allows the satellite navigation maps to envelope the entire cluster. It's a neat idea and is always within your field of vision. The materials are all beautifully finished using premium materials, with a solid, built-to-last feel about them. Boot space appears quite small on paper at 280 litres, but in practice it is sensibly shaped, and if you plan ahead and tailor your luggage, you'll be surprised at how much you can fit in. Only a relatively high loading sill hampers access, but unlike most rival soft-top cars, the capacity, shape and size remains the same, no matter whether the roof is up or stowed away.

Ian Robertson 





Jeep Renegade

Jeep has been rather quiet of late, with not much recent activity from the butch American brand, but that is about to change with the arrival of the new compact crossover named the Renegade. As the smallest model in the range, it is set to widen the popularity of Jeeps and lead to more of them being seen in the traffic. Jeep is owned by Fiat, and arguably the Renegade is more Italian than American, including being produced at a factory in southern Italy. The car shares its base structure with the Fiat 500X, and is powered by Fiat engines, the familiar 1.6- and 2.0-litre Multijet II units.

With four-wheel-drive, the Renegade is quite a capable off-roader, but most buyers will choose the front-wheel-drive editions for on-road driving. And this 1.6-litre diesel 2WD model is arguably the pick of the bunch. With the base engine developing 118bhp, the car performs quite decently with a sprint time of a little over 10 seconds. The engine isn't unduly noisy, but the squared-off body shape means that there is some wind noise, particularly around the front pillars. This isn't a car you want to chuck at corners too enthusiastically. There is some body lean into the bends, and the Renegade tends to lurch a bit if you attack a twisty lane with some gusto. It isn't the smoothest ride either, and there is some pitch and toss in the suspension travel that jostles



Model tested	1.6 MultiJet II Limited
Price	£22,895
Made in	Melfi, Italy
Configuration	5-door SUV, 5-seats, front-wheel-drive
Drivetrain	1598cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission	6-speed manual
Power output	118bhp @ 3,750rpm
Maximum torque	236lb ft @ 1,750rpm
Top speed/0-62mph	111mph/10.2secs
CO₂ emissions (tax band)	120g/km (C) Euro 5

you somewhat over coarser-surfaced country roads.

Inside, the Renegade doesn't feel short on space, and the cabin is actually quite roomy. Headroom all round is very generous, and there is plenty of legroom. That isn't at the expense of boot space either, with a reasonable 351 litres for luggage, swelling to almost 1,300 litres with the rear seats folded down. Access is pretty easy both front and rear, with tall and wide-opening doors, although the tailgate opening does have a highish lip. The dashboard layout is quite tidy, with neat traditional dials, four big air vents, a grab handle straight ahead of the front passenger, and a decently sized central touchscreen. Some of the materials used are unyielding and look a bit cut-price, but it's a generally reasonable ambience with some hidden treats – what Jeep calls 'Easter eggs' – scattered around the cabin. These include a tiny silhouette of a traditional Jeep etched into the edge of the windscreen glass, a grille logo on the rear-view mirror, and a mudsplat design on the rev counter.

Standard equipment is high, with highlights including DAB digital radio, a five-inch touchscreen, electric windows all round, an electric park brake, six airbags and 16-inch alloy wheels for all models, while Longitude versions also add cruise control, larger 17-inch

Economy (urban/extra urban/combined)	51.4/70.6/61.4mpg
Fuel tank size/range	48 litres/648 miles
Insurance group/BIK rate	12/20%
Size (length/width without mirrors)	4,236/1,805mm
Boot space (minimum/maximum)	351/1,297litres
Kerb/max towing weight	1,404/1,000kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★★★



On sale	Now
In showrooms	Now
Prices	£18,695 to £27,195
Bodystyles	5-door SUV
Engines	1.6 (118bhp), 2.0 (138bhp), 2.0 (168bhp)
Trim levels	Sport, Longitude, Trailhawk, Limited, Opening Edition
Also consider	MINI Countryman, Skoda Yeti

wheels, satellite navigation, Bluetooth mobile phone connectivity and front fog lights. Limited models gain even larger 18-inch alloy wheels, heated seats and steering wheel, rear parking sensors and privacy glass and a bigger 6.5-inch touchscreen, as well as leather upholstery and dual-zone climate control. The extra special Opening Edition builds on the Limited specification with the addition of either white or orange paintwork, a black painted roof, unique leather upholstery and keyless entry and start. The flagship of the range, the Trailhawk, has a more rugged appearance to go with the standard four-wheel-drive, including mud and snow tyres.

Sue Baker

MARCHING WITH NAPOLEON



Exactly two centuries after Napoleon marched his troops from the Mediterranean coast to the Alps, a convoy of British cars re-traced the route, and Sue Baker took the diesel option on the road to Geneva.

On a bright day in early March, two days before the preview of the Geneva International Motor Show, two notable events took place on the Côte d'Azur along a coastline beloved by British holidaymakers. One saw the chic seafront of the Riviera bizarrely populated by hordes of people dressed up like Napoleon. The

reason? Two hundred years earlier, on March the 8th 1815, Napoleon Bonaparte and his troops landed between Cannes and Nice to begin their historic week-long march north to Grenoble, the first stage of a journey to Paris.

The event unfolded in the glamorous surroundings of Monte Carlo.

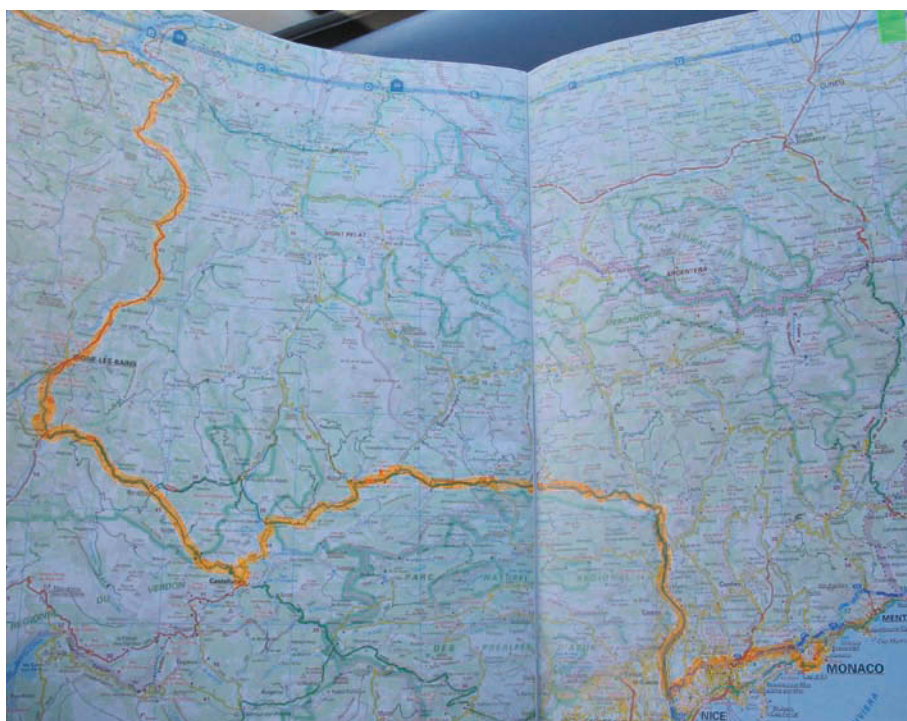


A group of British drivers were marking the bicentennial anniversary with a road trip, starting further along the coast, before retracing the steps of the Napoleonic soldiers. It was a homage devised by Vauxhall, dubbed



'Griffin Greats'. It began with a drive-away of cars old and new from the iconic setting of Casino Square, where in a few weeks from now, Formula One cars will be hurtling over the same glamorous stretch of Tarmac in the Monaco Grand Prix.

We have driven the entire 'Route Napoleon' on previous road trips, and it is a memorable road that once travelled, you hugely relish enjoying again. This time, we didn't begin where the troops landed near Cannes, but at a start point further to the east, bringing a welcome bonus. After a short stretch of autoroute out of Monaco, we turned right at La Gaude, past Carros, and inland towards the Alps Maritimes. This took us to a snaking road that cuts through a dramatic gorge with rock faces towering above you on either side. It was a much more rewarding road to choose



THE ROUTE:

Monte Carlo
 La Gaude
 Carros
 Bonson
 Villars-sur-Var
 Entrevaux
 Castellane
 Barreme
 Digne-les-Bains
 St Vincents les Foits
 Gap
 St Firmin
 La Mure
 Grenoble
 Pontcharra
 Chambéry
 Annecy
 Geneva

than the somewhat tedious lower stretch of the true Route Napoleon, through the urban sprawl around Cannes. The drive up to a coffee stop at Entrevaux, a little town perched between river and mountain, was a particularly enjoyable part of the route. It would also be a quicker hop to the best roads north for anyone holidaying near Nice.

The next destination, for a lunch stop, was Digne-les-Bains. This quaint town of narrow streets and elevated restaurants is a comfortable morning's drive away from Monaco or Nice on the coast. Then in the afternoon we started a long, snaking climb

on wonderfully scenic roads high into the mountains, heading for an overnight stop at Grenoble. It took Napoleon and his soldiers a week to march there. We made it comfortably in a day of dynamic driving on memorable roads that any keen driver could not fail to enjoy.

The following day, Geneva beckoned, and from Grenoble it is an easy morning's drive, on a mixture of fun-to-drive French N-roads and motorway, through scenery that is lush, undulating and is fringed by mountains that are snow-capped through the year's early months. For part of the trip,

we were accompanied through sunny rain by a particularly bright rainbow that seemed to race across the landscape beside us.

We stopped for morning coffee beside beautiful Lake Annecy. Then a day and a half after exiting Casino Square, and zipping around Monaco on roads we'll see Lewis Hamilton and Co scorching through come May, we were at the lakeside in Geneva in time for lunch. Our cars for the trip were Vauxhalls old and new, most significantly two new 'whisper' diesel engined versions of the Insignia and Mokka. On the following pages, you can find out what we thought of them.





Vauxhall Insignia 2.0 CDTi 16v ecoFLEX

Quieter diesels have become an ongoing quest for Vauxhall. The company's new 2.0-litre 'Whisper' diesel is the third member of a growing noise-abatement engine family, following the earlier 1.3- and 1.6-litre units. This is the newly-minted 168bhp 2.0-litre turbocharged diesel engine that is destined to become a key engine in the Insignia range, available in both hatchback and Sports Tourer estate car. The four-door saloon has now been deleted from the regular line-up, and available as special order only.

Compared with the more clattery old 2.0-litre CDTi unit that previously powered upper-end Insignias, this one is not only quieter, but also more powerful torquier. The new engine is gutsier and although it doesn't exactly whisper, it is certainly significantly less intrusive and more refined than we have been used to in previous iterations of the Insignia. Driving this newest version is a reminder that although the big Vauxhall isn't the most dynamic car in its class, it does have a lot going for it. It has poised behaviour and civilised driving manners that have earned it a place on the top ten charts for best-selling diesels. This new engine should help keep it there, while a crop of fresher rivals are launched, like the latest Mondeo and Passat. It pulls strongly and has good torque across a wide rev range, with the peak of 295 lb ft sustained between 1,750 to 2,500 rpm. It feels lively through the gears, and is an eager mile-muncher on a motorway.



Model tested	Sports Tourer Tech Line 2.0 CDTi 16v ecoFLEX
Price	£24,284
Made in	Rüsselsheim, Germany
Configuration	5-door estate, 5-seats, front-wheel-drive
Drivetrain	1956cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start and selective catalyst reduction
Transmission	6-speed manual
Power output	168bhp @ 3,500– 4,000rpm

The Insignia's cabin has the familiar vertical dash architecture that Vauxhalls are known for, although with a more driver-focused design than older-generation models. The instrument cluster has four clear dials with white graphics on a dark background and red needles, and the central satellite navigation screen is placed high in the dash, level with the upper half of the steering wheel. Unusually, the centre air vents are a vertical design, hugging either side of the display screen, and the one placed closest to the driver is particularly well located to dispense a jet of cool air for keeping you alert. There's some glossy trim, and the main surfaces are pliant, while the short-throw gear lever has a nice slick action. For supportive contouring and range of adjustment, the Insignia's seats are some of the best amongst mainstream models this size.

With a combined fuel economy figure of 62.8mpg, and CO₂ output of 119g/km, this latest diesel Insignia should be quite cost-effective to run, in the £30 banding for vehicle excise duty and with a company car benefit-in-kind rate of 19 per cent. Our test car came in Tech Line trim, which includes satellite navigation, automatic headlights and wipers, electric rear windows and chrome trim around the windows, as well as 17-inch alloy wheels,

Maximum torque	295lb ft @ 1,750–2,500rpm
Top speed/0–62mph	137mph/9.4 secs
CO₂ emissions (tax band)	119g/km (C) Euro 6
Economy (urban/extra urban/combined)	49.6/74.3/62.8mpg
Fuel tank size/range	70 litres/967 miles
Insurance group/BIK rate	23/19%
Size (length/width with mirrors)	4,913/2,084mm
Boot space (minimum/maximum)	540/1,530 litres
Kerb/max towing weight	tba/1,800kg
Euro NCAP safety rating	★★★★★ (pre-facelift saloon tested)
DieselCar rating	★★★★★



On sale	Now
In showrooms	Now
Prices	£20,334 to £25,814
Bodystyles	5-door hatchback and 5-door estate
Engines	2.0 (168bhp)
Trim levels	Design, Energy, Limited Edition, SRi, SE, Tech Line, Elite, Country Tourer
Also consider	Ford Mondeo, Volkswagen Passat

Bluetooth mobile phone connectivity, DAB digital radio, cruise control and an electric park brake, like you'll find on all other Insignias.

With a much quieter engine, good performance and a well-specified kit list, the Insignia seeks to reaffirm the car's place on the popularity list. And while it won't set the drivers heart racing, it's civilised, roomy and practical, especially in Sports Tourer guise, which is why you see so many Insignias on the outside lane of the motorway.

Sue Baker



Vauxhall Mokka 1.6 CDTi 16v

The Vauxhall Mokka has ridden a bit of a rocky road since its debut two years ago. Early criticisms about its poor ride and indifferent handling were swiftly tackled to rectify the problem, by modifying the suspension and changing the damping for the UK market. Although not particularly well regarded by some pundits, the car has sold pretty successfully and carved out its own little niche amongst rival compact crossovers. And now here it is with a new engine to perk its appeal. The 1.6-litre, so-called 'Whisper', diesel engine is at the heart of this Mokka. It will replace the old and notoriously gruff 1.7 litre CDTi unit, adds an extra 5bhp, and is targeted at widening the Mokka's appeal. Nice idea, except that 'whisper' is definitely overstating it, and although the new 134bhp engine is an improvement, it doesn't transform a car that certainly couldn't be called best-in-class.

The car pulls quite well through the gears, cruises at motorway pace with the revs sitting below 2,000rpm, and is not short on torque for a 1.6-litre unit, with a peak figure of 236 lb ft. Steering feel is quite numb, but the weighting is well-judged, and the car is easy to haul through traffic and into urban parking spaces. What still lets the Mokka down, and a new engine can do nothing to transform that, is its lacklustre ride and handling behaviour. With its relatively short wheelbase and tallish height, the car has a bit of a gangly gait on



Model tested	Limited Edition 1.6 CDTi 16v
Price	£21,364
Made in	Zaragoza, Spain
Configuration	5-door crossover, 5-seats, front-wheel-drive
Drivetrain	1598cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission	6-speed manual
Power output	134bhp @ 3,500–4,000rpm
Maximum torque	236lb ft @ 2,000–2,250rpm

the bends, and doesn't take particularly kindly to being hustled along a twisty country road. Then there is the ride quality, which tends towards harshness and is not helped by the bigger wheels that come with the Limited Edition trim of the test car. On arch-filling 19-inch alloys – good for looks, but bad for ride quality – the Mokka has a lumpy gait over anything but a millpond-smooth road surface, and feels decidedly knobbly over a country B-road.

Cabin quality is quite reasonable, although it couldn't be called plush. All-round vision is pretty good, and although it is quite snug for kneeroom in the back, there is no shortage of headroom all round. It is quite an upright driving position, and over a distance it is not as comfortable as some of its rivals. Boot room is decidedly average at 362 litres with the rear seats in place, and quite generous at 1,372 litres when they are folded down.

This is not a budget-priced car, with a list price of over £21,000, and that does not even include satellite navigation, though strangely the £3,235 cheaper Tech Line model does. This Limited Edition model is more about looks and apart from the larger alloy wheels, previously mentioned, there's special paint, a black roof and door mirrors, privacy glass and chunky sports seats. Parking sensors front and rear, automatic headlights and wipers, Bluetooth

Top speed/0–62mph	119mph/9.3 secs
CO₂ emissions (tax band)	114g/km (C) Euro 6
Economy (urban/extra urban/combined)	58.9/70.6/65.7mpg
Fuel tank size/range	54 litres/781 miles
Insurance group/BIK rate	15/18%
Size (length/width with mirrors)	4,278/2,038mm
Boot space (minimum/maximum)	362/1,372 litres
Kerb/max towing weight	1,415/1,500kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★★★



On sale	Now
In showrooms	Now
Prices	£18,129 to £24,329
Bodystyles	5-door crossover
Engines	1.6 (134bhp)
Trim levels	Exclusiv, Tech Line, Limited Edition, SE
Also consider	Fiat 500X, Suzuki SX4 S-Cross

mobile phone connectivity and DAB digital radio are standard on all versions of the Mokka, but most buyers will be better off opting for the Tech Line model and selecting some well-chosen goodies from the options list instead.

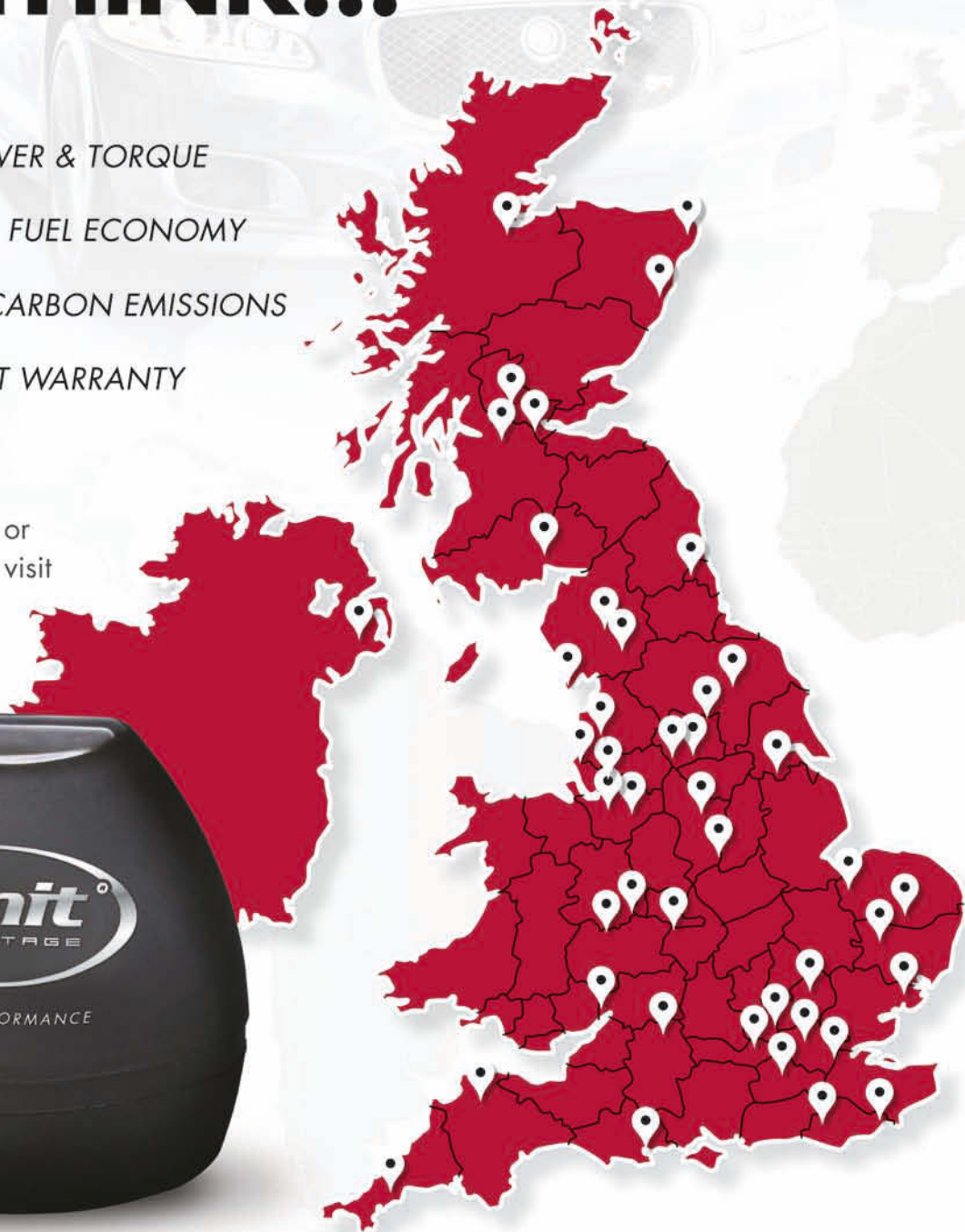
With its new diesel engine the Mokka is improved, but the on-road experience doesn't live up to the 'whisper' diesel hype of this new 1.6-litre engine. The car has some fundamental characteristics that do not endear it to a keen driver, although the Griffin badge, good economy and the chummy styling will probably ensure its continuing popularity.

Sue Baker

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DEUTSCHE MARQUES



Two German arch-rivals square up in this head-to-head battle between the recently updated Audi A6 and the Mercedes-Benz E-Class. So which one wins?

The ever competitive large executive saloon market is heating up, with a string of new entrants expected over the coming months. Jaguar has announced an all-new XF this month, and BMW's 5 Series is set to be replaced within the next 12 months. Not to be left behind, Audi has recently revised its A6 and we've got our hands on the latest model in its most frugal guise, wearing 'ultra' badging. Here we pitch this latest car up against one of the stalwarts of the executive car business, the Mercedes-Benz E-Class.

DRIVING EXPERIENCE



Mercedes-Benz E-Class
★★★★★



Audi A6
★★★★★

For sheer driving merit, we think the A6 nudges its snub nose out in front. It feels the lighter-toed and more

energetic of the two, a little more energised and athletic in its road behaviour. It has a poise and serenity in its ride and handling blend that makes it a very agreeable companion for a long trip and easy company for short local hops. It rides firmly, but not to the point of jarring. Body lean on the bends is very mild, and for a big car it has a grippy and nimble gait across country. The 13bhp advantage that the A6 has over its rival isn't huge, but it is enough to give the car a more urgent edge and to chip a fraction off the 0-62 sprint time. That dual-clutch automatic transmission is smoothly efficient, too.

The E-Class is a fraction longer and also heavier than the Audi, and feels it. In true Mercedes-Benz fashion, it serves up a very civilised and reassuringly solid drive, but in a more mature style that can sometimes feel just a touch ponderous. The car rides very well and its road-holding feels calmly assured, but without quite the same verve that seems to enervise its opponent. There is a noticeable difference in the responsiveness of the automatic transmission, too, as it just isn't quite as slick as the Audi's. The Mercedes does keep an ace up its sleeve, though, with a superior towing capacity. This car is undoubtedly a class act, but just not quite as engaging to drive as its rival.

INTERIOR AND COMFORT



Mercedes-Benz E-Class

★★★★★



Audi A6

★★★★★

Audi has long been the prestige car star of cabin design, with its high quality materials, clean design and impeccable finish. But the rest of the executive pack has been catching up, and although the A6's cabin is still a place of excellence, it no longer feels quite as special as Audi cabins once did. It is still notable, though, for its instrument clarity and ease of use, the highly adjustable and instinctive comfort of the driving position, and the fine detailing. We especially like the tidy precision of the satellite navigation screen that slides out of sight when you park, rather than remaining constantly in view as it is in the Mercedes-Benz. We like the light airiness of the A6's cabin too.

What a giant leap forward Mercedes-Benz cabins have taken in recent times. From the dull boardrooms school of executive car interior design, the company has switched from dreary to dramatic. The E-Class's cockpit is a really nice place to be, with a

cossetting cosiness that is at once stylish and just a touch funky. The best of the old has been retained, especially the seat shape-mimicking electric controls for seat adjustment, and the stylish analogue clock. But some will find the foot-operated park brake rather old-fashioned, and the décor a bit sombre. For style and substance, the Merc's cabin is a winning design, and it feels more luxurious overall than the A6's.

SPACE, PRACTICALITY AND VERSATILITY



Mercedes-Benz E-Class

★★★★★



Audi A6

★★★★★

There is no shortage of space in the A6. It is all-round roomy, with plenty of headroom, leg stretch and elbow space for all the occupants. The cabin has a light and airy feel, with generous internal accommodation. So you might expect compromise in the boot space, but on the contrary, the A6 packs in a commodious 530 litres of boot room, exceeding that of the E-Class by a full 40 litres. The big Audi is also more practical with its foldable rear seats, to let you stretch the carrying capacity to 995 litres if you want to temporarily forego the rear seats. That gives it a handy edge of flexibility that its saloon-style Mercedes-Benz rival doesn't offer unless you pay out extra cash. The picture isn't quite as rosy in the E-Class. Being rear-wheel-drive inevitably means that there is a space-stealing transmission tunnel right down the centre of the car, and particularly in the way of anyone sitting in the middle rear seat. Although there isn't really much difference in interior space, the

...the Mercedes-Benz, has a long list of safety equipment as standard that either isn't available on the Audi, or costs extra.

Mercedes-Benz E 220 BlueTec AMG Line Auto

Price	£36,765
Made in	Sindelfingen, Germany
Configuration	4-door saloon, 5-seats, rear-wheel-drive
Drivetrain	2143cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start and selective catalyst reduction
Transmission	7-speed automatic
Power output	174bhp @ 3,200–3,800rpm
Maximum torque	295lb ft @ 1,400–2,800rpm
Top speed/0–62mph	141mph/8.4 secs
CO ₂ emissions (tax band)	128g/km (D) Euro 6
Economy (urban/extra urban/combined)	47.9/65.7/57.7mpg
Fuel tank size/range	59 litres/749 miles
Insurance group/BIK rate	33/21%
Size (length/width with mirrors)	4,879/2,071mm
Boot space	490 litres
Kerb/max towing weight	1,760/2,000kg
Euro NCAP safety rating	★★★★★ (pre-facelift tested)
DieselCar rating	★★★★★



Audi A6

S line 2.0 TDI ultra Auto

Price	£35,935
Made in	Neckarsulm, Germany
Configuration	4-door saloon, 5-seats, front-wheel-drive
Drivetrain	1968cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start and selective catalyst reduction
Transmission	7-speed twin-clutch automatic
Power output	187bhp @ 3,800–4,200rpm
Maximum torque	295lb ft @ 1,750–3,000rpm
Top speed/0–62mph	144mph/8.2 secs
CO ₂ emissions (tax band)	110g/km (B) Euro 6
Economy (urban/extra urban/combined)	60.1/72.4/67.3mpg
Fuel tank size/range	73 litres/1,081 miles
Insurance group/BIK rate	33/18%
Size (length/width with mirrors)	4,933/2,086mm
Boot space (minimum/maximum)	530/995 litres
Kerb/max towing weight	1,660/1,800kg
Euro NCAP safety rating	★★★★★ (pre-facelift tested)
DieselCar rating	★★★★★

E-Class's dark décor and thick cushioning makes it feel a little less roomy.

RUNNING COSTS



Mercedes-Benz E-Class
★★★★★



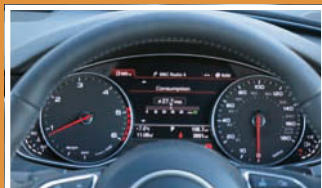
Audi A6
★★★★★

While both of this pairing meet the latest Euro 6 emissions regulations, the A6 delivers superior fuel economy and lower CO₂ emissions, beating the E-Class by a not insignificant 9.6mpg and 18g/km of CO₂. The former emits just 110g/km and official figures say it can achieve 67.3mpg, with the latter trailing at 128g/km and 57.7mpg, respectively. After year one, vehicle excise duty will cost the Audi buyer just £20 per annum, while anyone that buys the car with the three-pointed star on the nose will pay £110 each year. Business users will be better off with the A6, too, with it falling into the 18 per cent bracket, while the Mercedes-Benz is three per cent higher. Insurance costs should work out similarly, with each car rated as group 33. In common with most upmarket brands, maintenance is decided upon by the on-board computer in the car, where sensors work away in the background automatically calculating when a service is required depending on the kind of use the car gets and your driving style. Each of this pairing gets a three year warranty, but on the Audi the cover is restricted to the first 60,000 miles, while Mercedes-Benz offers cover on an unlimited mileage basis. While this won't necessarily be an issue for the average motorist covering 12,000 miles a year, it may impact a high mileage business user.

EQUIPMENT AND PRICE



Mercedes-Benz E-Class
★★★★★



Audi A6
★★★★★

Standard Equipment

Mercedes-Benz E-Class

18-inch alloy wheels with 245/40 tyres at the front and 265/35 tyres at the rear, with tyre repair kit	Electric and heated mirrors with power folding
Alarm system	Electric windows front and rear
Anti-lock brakes and brake assist	Electronic stability programme
Auto-dimming rear view mirror	Heated front seats
Autonomous emergency braking system	Hill hold assist
Bluetooth mobile phone connectivity with audio streaming	Isofix child safety seat fasteners for rear outer seats
Cruise control	Leather steering wheel
DAB digital radio/CD/DVD with 7-inch touchscreen, 10 speakers, 10GB hard drive, USB, SD card and auxiliary sockets and steering wheel controls	Man-made half leather seats
Driver, passenger, side, head and driver's knee airbags with passenger de-activation switch	Parking sensors front and rear
Driver drowsiness detection system	Partial electric front seats
Dual-zone climate control	Partial LED headlights
	Pedestrian deployable bonnet
	Pre-crash prevention system
	Rain sensor
	Remote central locking
	Satellite navigation
	Traction control
	Tyre pressure monitors

What's Hot Well kitted out, and stuffed full of safety equipment. Classy looks, especially in AMG Line guise. Cabin is nicely appointed with neat touches like the analogue clock. Instruments are a model of clarity. Column operated gear lever frees up space on the centre console. Generous head and legroom both in the front and rear. Great towing capacity, with the ability to haul two tonnes. Engine meets Euro-6 emissions standards.

What's Not Not as fuel efficient, with higher CO₂ emissions, meaning the E-Class is more expensive on company car tax and vehicle excise duty. Lower power output and performance marginally less than the Audi. The automatic transmission can be slow to respond at times, and can be outwitted. More expensive than the A6. Smaller boot, and the rear seats don't fold down unless you pay extra. Engine isn't as refined and vibration-free as we would like, and is particularly grumbly at start-up from cold. Rear-wheel-drive has its limitations in wintry weather. Bulky transmission tunnel means the rear middle passenger needs to splay their legs uncomfortably. Only a tyre repair kit is included, and the differently sized wheels front and rear mean you can't rotate tyres to even out wear. High amount of road noise. Foot operated park brake is outdated, and the single stalk for wipers and indicators takes some getting used to for buyers new to the marque.



While both of these cars feature a sporty badge – S line on the A6 and AMG Line on the E-Class, their respective makers have gone down different paths when deciding upon their specifications. For instance, the Mercedes-Benz has a long list of safety equipment as standard that either isn't available on the Audi, or costs extra. Items like an autonomous emergency braking system, driver drowsiness detection, a pedestrian deployable bonnet and pre-crash anticipatory system all comes as standard, as well as an airbag for the driver's knees. Instead, Audi has gone down the technology route, with full-LED headlights included within the asking price, as well as automatic headlights, four-zone climate control (as opposed to two-zones on the E-Class), keyless entry, an electric park brake and a choice of different driving modes accessible via a dashboard button. Both cars feature satellite navigation as standard, with Audi offering a 6.5-inch screen, and the Mercedes-Benz half an inch larger. Other standard equipment common to both cars includes parking sensors front and rear, Bluetooth mobile phone connectivity with audio streaming, cruise control, DAB digital radio, a rain sensor, an auto-dimming rear view mirror and 18-inch alloy wheels. Audi should be commended for fitting a space saver spare wheel as standard, with Mercedes-Benz getting the wooden spoon for only including a tyre repair kit.

Of this pairing, the Audi A6 has an £830 list price advantage, and this gap widens once you shop around for the best price. Our researchers managed to chip away at the price until it had reduced to £27,996 – a whopping £7,939 off – representing a 22 per cent discount from www.drivethedeal.co.uk. We also managed to snip £7,364 off the asking price of the Mercedes-Benz E-Class, reducing the cost down to £30,201, however, this was for the upcoming E 220 BlueTec AMG Night Edition, which replaces our AMG Line test car in the coming weeks. The final specifications have yet to be officially announced for this new model, however, the list price is expected to be in the region of £800 more, at £37,565. This saving of 19 per cent is available from online car brokers www.carfile.net.

Standard Equipment

Audi A6

18-inch alloy wheels with 245/45/R18 tyres with space saver spare wheel	Electronic stability control
Alarm system	Four-zone climate control
Anti-lock brakes and brake assist	Full LED headlights
Auto-dimming rear view mirror	Hill hold assist
Automatic headlights	Isofix child safety seat fasteners for front passenger and rear outer seats
Bluetooth mobile phone connectivity with audio streaming	Keyless start
Cruise control	Leather steering wheel and gear knob
DAB digital radio/CD with 6.5-inch touchscreen, 10 speakers, USB, SD card and auxiliary sockets and steering wheel controls	Leather upholstery
Driver, passenger, side and head airbags with passenger de-activation switch	LED daytime running lights
Driving modes	Parking sensors front and rear
Electric and heated mirrors	Partial electric front seats
Electric park brake	Rain sensor
Electric windows front and rear	Remote central locking
	Satellite navigation
	Split folding rear seat
	Sport suspension
	Traction control
	Tyre pressure loss indicator

What's Hot Nimble handling, with alert steering and lots of grip. Engine is super refined and quiet, and the seven-speed dual-clutch transmission changes gear swiftly and smoothly. Almost 10mpg more fuel efficient than its rival, with a greater range. Low CO₂ emissions means low company car tax and vehicle excise duty is just £20 per year. Engine meets the Euro-6 emissions regulations. Higher power output, with marginally better performance. Larger boot with extra versatility of folding rear seats. Generous head and legroom both front and rear. 100kg lighter than the E-Class. £830 cheaper than its rival. Well kitted out, with peerless build quality and attention to detail. Space saver spare wheel fitted as standard.

What's Not Suspension set-up may be too firm for some buyers, and larger wheels can affect ride quality enormously. Russian doll-like styling makes it difficult to differentiate the A6 from the smaller A4 or pricier A8. The warranty is restricted to three years or 60,000 miles, compared to a similar timescale but unlimited mileage on the E-Class. The Mercedes-Benz comes with more safety equipment as standard. Towing capacity deficient by 200kg compared to its rival.

...the A6 delivers superior fuel economy and lower CO₂ emissions, beating the E-Class by ... 9.6mpg and 18g/km of CO₂.

VERDICT



Mercedes-Benz E-Class

★★★★★



Audi A6

★★★★★

Tough call, this one. The prestige German duo are almost neck-and-neck for performance, quality and general appeal, and are well equipped, smart looking and have high quality interiors. Both have a desirable image and strong street presence. Choosing between them is a hard task, and could well come down to which badge you prefer on the grille. But choose we must, on lots of finer details the balance shifts. The A6 is not only around £830 less expensive, but is also almost 10mpg more fuel efficient, costs less on vehicle excise duty and incurs a lower company car tax bill. Add to that its higher power output, bigger fuel tank, significantly superior range on a tankful, and its pleasing driving agility, and the verdict quickly crystallises. Our winner is the Audi A6.



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Infiniti Q70 Premium Tech 2.2d Automatic

If we asked you to think of some of the most exclusive and rare cars in the world, we're pretty sure that this would conjure up images of rare supercars from the likes of Ferrari and Lamborghini. You certainly wouldn't think about the Infiniti Q70 we test here, and yet last year, the company sold just 40 examples. One of the reasons for that was the high CO₂ emissions of the 3.0-litre diesel engine that made it uncompetitive in the eyes of company car drivers. Now, Infiniti is back with a new proposition that they hope will woo business users, featuring a new Mercedes-Benz-sourced 2.1-litre turbodiesel edition designed to bring the facelifted Q70 closer to the competition. Other revisions include full-LED headlights, reprofiled bumpers front and rear and fresh light clusters at the back, as well as updates under the skin to enhance refinement.

Under the nose of the shapely Q70 is a newly installed 2.1-litre turbodiesel engine that has been sourced thanks to a partnership between the Renault-Nissan alliance and Mercedes-Benz. It helps to shift CO₂ emissions down from 199g/km in the old Q70 3.0 V6 diesel to just 129g/km and enhances fuel economy from 37.7 to 57.6mpg. Of course there's a trade-off in terms of performance, but there's the matter of an almost £8k saving on the list price compared to before, so it's a trade-off that we're sure most buyers will be happy with.

Little has been changed inside the cabin for the facelift, and so the dramatic, swooping



Price	£36,750
Made in	Tochigi, Japan
Configuration	4-door saloon, 5-seats, rear-wheel-drive
Drivetrain	2143cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission	7-speed automatic
Power output	168bhp @ 3,200–4,200rpm
Maximum torque	295lb ft @ 1,600–2,800rpm
Top speed/0–62mph	137mph/8.9 secs
CO₂ emissions (tax band)	129g/km (D) Euro 5

dashboard materials remain, together with interesting textures and colours. The wood appliqué is strange, but kind of nice, and the materials used throughout are of decent quality. The satellite navigation screen is perfectly positioned, and generally the layout of the controls and instruments are good, save for a few buttons that are hidden down low behind the steering wheel. It's easy to get a comfortable driving position, though lankier drivers will wish for more rearward travel on the seat. Space all around is pretty decent, and in the rear, nicely stuffed seats feel cossetting and sumptuous. It's best in the back for two, though, due to the sizeable transmission tunnel. Boot space is on the small side due to wheelarches that intrude, however, it's well shaped with great access, but the rear chairs don't fold down, at all.

There's a little clatter from the new engine at start-up and around town, but that disappears as the speeds increase, particularly on the motorway. You're actually more likely to hear the road noise, though wind flutter is appreciably low. Away from the lights, performance is pretty decent, but the seven-speed automatic transmission can get caught out at times, and feels slow witted. There's no steering wheel mounted paddleshifts to help things along, like in most rivals. This Q70 is

Economy (urban/extra urban/combined) 47.9/64.2/57.6mpg

Fuel tank size/range 74 litres/938 miles

Insurance group/BIK rate 36/21%

Size (length/width without mirrors) 4,980/1,845mm

Boot space 450 litres

Kerb/max towing weight 1,875/1,500kg

Euro NCAP safety rating Not yet tested

DieselCar rating ★★★★★



What's Hot Interesting and stylish cabin. Looks smarter thanks to recent facelift. Much more competitive on the CO₂ and mpg front. Plenty of space, front and rear, with sumptuous back seats. Great forward vision thanks to sculptured bonnet and wings. Beautiful analogue clock. Substantial price cut compared to the previous model.

What's Not Slow witted automatic transmission. Engine sounds gruff and vibrates at idle. Insufficient rearward seat travel for taller drivers. Foot operated park brake feels dated. Large transmission hump means it is better for two people in the back. Rear seats don't fold and the boot is quite small.

Also consider BMW 520d Luxury, Jaguar XF 2.2 Diesel Portfolio

at its best wafting along the motorway, as on back roads it feels barge-like, with steering that is best described as vague. There's some lean when going around bends, though grip levels are quite good, and it's obvious that the company's engineers have set the car up for comfort rather than outright agility. It feels like an old-fashioned, traditional American car, which is exactly where the biggest market for Infiniti and this Q70 is. Now that can't be entirely coincidental, can it? **D**



Kia Venga SR7 1.4 CRDi

Barely four months into the year and already Kia's dealers have been blessed with a brace of new products to sell. In addition to a new Sorento off-roader, both the Rio and Picanto small cars have been updated, as well as the Venga that we test here. The changes are modest, but they contrive to give the spacious hatchback a more upmarket appearance, thanks to a redesign for both the front and rear ends. There's a new piano black mesh grille and larger surround, while at the rear there's a chrome strip between the rear lights. The cabin has been updated with a smattering of new materials, designed to lift the ambience. Our test car came in special value SR7 trim, which may sit at the bottom of the revised diesel line-up, but its specification is far from bargain basement, and in some areas even surpasses the pricier level 2 trim. And of course the icing on the cake is the class leading warranty, which covers the Venga for the first seven years of its life.

In all directions, the baby Kia belies its compact footprint, with generous headroom both front and rear, and an enormous amount of knee and leg space for rear seat passengers. And thanks to the handy sliding rear seat, buyers can balance between extra carrying capacity in the boot, or greater spaciousness for passengers. In its standard

Price	£14,895
Made in	Zilina, Slovakia
Configuration	5-door hatchback, 5-seats, front-wheel-drive
Drivetrain	1396cc, 4-cylinder, 16-valve, turbocharged diesel
Transmission	6-speed manual
Power output	89bhp @ 4,000rpm
Maximum torque	162lb ft @ 1,750–2,750rpm
Top speed/0–62mph	104mph/14.0 secs
CO₂ emissions (tax band)	119g/km (C) Euro 5
Economy (urban/extra urban/combined)	56.5/67.3/62.8mpg
Fuel tank size/range	50 litres/691 miles

positioning, there's a sizeable 440 litres, and this can be opened up further by folding the rear chairs down flat. Access to the boot is wide and flat, if a bit on the high side. The design of the dashboard is attractive and has been lifted by new surfaces for the centre console. And although the plastics are of the hard variety, everything feels neatly screwed together and built to last, and all of the controls are logically arranged, with clear labelling for ease of use. The driving position is quite upright, but it affords the driver great all-round vision, especially thanks to the deep windows and big door mirrors. Oddment space is well catered for, with a large bin ahead of the gear lever, a sizeable glovebox and door pockets that can hold a bottle of water.

First impressions of the engine are marred when it takes a while for the engine to crank into life from cold, but once it does, there's gutsier performance than the modest figures suggests, with decent pace away from junctions. Even at motorway speeds, the Venga can cut it in the outside lane, and does so serenely thanks to low levels of both road and wind noise. And the sound from the engine is pretty subdued at those speeds, too,

Insurance group/BIK rate	10/19%
Size (length/width without mirrors)	4,075/1,765mm
Boot space (minimum/maximum)	440/1,253 litres
Kerb/max towing weight	1,345/1,300kg
Euro NCAP safety rating	★★★★★ (pre-facelift tested)
DieselCar rating	★★★★★



What's Hot Well priced and neatly kitted out. Exceptionally spacious with sliding rear seat and a large boot. Great all-round vision and large door mirrors. Gutsy performance for just 89bhp. Smooth gearbox. Lots of space for oddments. Class leading seven-year warranty, with 20,000 mile service intervals.

What's Not No stop-start technology, so it isn't as clean as some rivals. Noisy and obtrusive engine, which is slow to fire into life from cold. Ride isn't as comfortable as we would like.

Also consider Nissan Note Acenta 1.5 dCi, Skoda Roomster SE 1.6 TDI CR

but that isn't the case around town, where it is a touch growly. And it's a similar story for the suspension, where it is calm and pliant at 70mph, but a bit too firm at lower speeds, transmitting too many shocks from potholes and ruts into the cabin. As you would expect, there's little for the more enthusiastic driver here, instead delivering a calm, safe and predictable driving experience. With a taller stance, there's a degree of body roll when cornering, but lots of grip, and though the steering isn't particularly communicative, it's light enough to make manoeuvring around town easy and stress-free. **D**



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MEET THE FLEET

It's all well and good testing cars on new car launches or for a week at a time, but what are the latest models really like to live with on a day-to-day basis? A car can perform very differently on familiar roads, and when the family are subjecting it to more mundane, everyday tasks. It's the time when annoying niggles are discovered or reasons why a particular car is better than the opposition. Our test team scrutinise every aspect of our fleet of long-term test cars, delivering our verdict over a six to twelve month test period. If there's a car that you would like to see on test, drop the editor a line at any of the usual addresses. We would also love to hear from you if you're running a similar model – it's always great to compare notes and get reader feedback.

OUR CARS

SKODA OCTAVIA

vRS 2.0 TDI CR

Sue Baker



AUDI A7 SPORTBACK

SE Executive 3.0 TDI quattro Automatic

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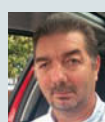
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SKODA OCTAVIA vRS 2.0 TDI CR

Arrived	21st October 2014
Mileage	4,991 miles
Fuel consumption	61.4mpg (official combined) 51.9mpg (on test)
Costs	None
Faults	None

WHAT'S HOT



Red brake calipers. They look good, add a bit of drama to the car's colour scheme and announce to the world that this is a performance car.

WHAT'S NOT



If anything slips down between the driver or front passenger seat and the centre console, it's the devil's own job to fish it out again because the gap is so tight.

Late-night driving has always had a big attraction for me. People generally divide into two camps in their sleeping habits: the early-riser larks and the late-awake owls. I'm definitely in the latter category, and any late night drive always has great appeal. The roads tend to be so much less busy, traffic is sparse, and if you need to get somewhere you can do it without daylight angst about unpredictable time-scales. Even the notoriously coagulated M25 can be a real joy to drive on at night. On a late trip this week, I cruised the entire Kent/Surrey/Middlesex southern half of Britain's busiest motorway in near-isolation. As the clock approached midnight, there were remarkably few other vehicles, and for once the Octavia vRS could maintain a steady cruising pace without interruption. To be on the safe side, though, I set the cruise control to the limit and curbed the temptation to make any lavish use of the hot hatch Skoda's meaty performance. There are too many speed cameras to risk doing otherwise. That's the perpetual dilemma when driving the vRS. This is a performance car with civilised manners that is seductively quick, and therefore a potential risk to your licence if driven incautiously. It has a top speed of more than double the UK legal limit, and is past 60mph in a zesty eight seconds.

The temptation to be liberal with its generous level of pace is constant.

It makes a very agreeable noise too. There is a performance sound generator built into the vRS's driving mode selection. So when you engage the vRS mode button, it boosts the engine sound and spreads the resulting vibrations through the car's body and windscreen. There is a choice of four driving modes: normal, sport, eco and individual. The latter lets you configure the car to your own selection of choices, rather than a predetermined package of settings. What this does is adapt the car's engine torque, sharpen the throttle sensitivity, add a little more weight to the power steering effort, and also activate the sound synthesiser. What it doesn't do is make any change to the car's damping, as that is fixed rate and not adjustable.

The Octavia vRS has taken a bit of flak elsewhere for its ride quality, which some deem a bit on the harsh side. Having lived with the car for some months now, I can't agree with that view. The ride is sporty-firm but doesn't have the overly-hard, unforgiving edge that blights some sporty cars. Ride height is fractionally lower in the vRS than other Octavias, and the car sits well on the road with taut body control. When you're indulging in its sporty performance on a curvy road, you need good lateral support to grip you in place as you drive, and I'm a fan of the grippy seats in this car. High-backed and curved inwards at the sides, they hold you in all the right places. The only drawback is the width of them, that nudges right up against the centre console. Accidentally drop something down the side, and it's a right pain trying to get it out again.

Sue Baker 





AUDI A7 SPORTBACK

Executive SE 3.0 TDI quattro Automatic

Arrived	16th October 2014
Mileage	2,790 miles
Fuel consumption	54.3mpg (official combined) 41.9mpg (on test)
Costs	None
Faults	None

WHAT'S HOT



The heated front seats – they are simply magnificent when it's chilly outside!

WHAT'S NOT



Rear seating – only suitable for two adults, on account of the wide central transmission tunnel that inhibits the amount of leg space.

In view of the considerable capital outlay for a new A7 Sportback, it's maybe appropriate to consider what sort of used A7 Sportback you might be able to purchase for a somewhat lesser amount, and in what ways it might differ from our latest model. The A7 was unveiled in August 2010 with a 201bhp 3.0-litre TDI diesel variant with front-wheel-drive and eight-speed multitronic transmission and a 242bhp edition paired to quattro all-wheel-drive. This was supplemented by a four-wheel-drive version paired to the smaller engine around a year later. 309bhp BiTDI editions joined the range in early 2012, while Black Edition versions arrived later the same year. The facelifted A7, as seen here, arrived in the UK last autumn.

For obvious reasons, I would never advise anyone to purchase a used A7 Sportback from anywhere but an Audi dealer, where low-mileage used 2011 two-wheel-drive multitronic transmission cars can be found from as little as £23,000 with around 30,000 miles recorded. You'll have to pay £24,000 plus for a late 2010/2011 242bhp quattro with a few more miles on the clock, but it's well worth paying the extra for the quattro, whilst the seven-speed S tronic transmission is also generally rated superior to earlier multitronics. So it's probably best to consider £24,000 as a starting point for a very nice

used A7 Sportback, with a full Audi used car warranty, and at that price you're probably looking at a 40,000 miles car with some useful options and a good 100,000 miles left in it. That's over £25,000 less than a new one today, and £15,000 less than the smaller A5 3.0 TDI Sportback quattro brand new, with a few options. Fuel economy of the early cars was not quite as good as our long-termers, but around 40mpg on long trips can be expected, and the reliability of the 3.0 TDI quattro drivetrain is pretty well assured, with the benefit of a comprehensive 12-month warranty and extendable at extra cost.

The general concept and quality of the A7 Sportback has not changed that significantly in its lifetime, with the exception of a few technological developments like LED headlights, and a used A7 certainly won't stand out as something of a lesser beast than a new one. You need to insist on a good long test run, preferably a loan car for the weekend, to see how it suits your needs. Size is possibly the only real negative, and maybe the lower seating position for those with less flexible limbs. But it's an easy car to drive on the open road, with bags of performance, and yet it's pretty easy on the pocket when you come to fill up. Maintenance is not too costly, and thankfully I shall escape any servicing worries before this splendid machine returns

to Audi's headquarters. I've certainly had no worries that might have needed the services of an Audi dealer, although I sometimes wonder if the front parking sensors need something of a talking to, as they sometimes show an obstinate reluctance to make suitable noises when approaching obstacles in front of the car, but make plenty of noise when you are pulling back from them!

Victor Harman 





VOLVO V40 CROSS COUNTRY D4 SE Nav Geartronic

Arrived	1st October 2014
Mileage	12,459 miles
Fuel consumption	65.7mpg (official combined) 43.9mpg (on test)
Costs	None
Faults	Temporary satellite navigation failure

WHAT'S HOT



With 295lb ft of torque, the engine is never short of pulling power, making journeys more relaxing.

WHAT'S NOT



An average of 43mpg is disappointing, although the eight-speed automatic gearbox doesn't help.

My Volvo V40 is arguably as close to a self-driving car as you can currently buy, thanks to its array of driver assistance systems. With driverless cars currently a hot topic, it's interesting seeing how well the Volvo copes with everyday situations that might just bamboozle a self-piloting car. The fact that the Volvo's adaptive cruise control can't cope with snow and torrential rain suggests there's still some way to go before all-weather driverless cars are a reality. Recently, in hail on the M42, I was using the adaptive cruise control when I started to accelerate towards the car in front (coincidentally, a Volvo S60). I'd set the system to 70mph and the S60 was doing about 50, so I started to accelerate towards it. I braked and reset the cruise control – the same thing happened twice more, with none of the usual warnings about the radar being blocked. Had this been a self-driving car, I would have had to intervene, which surely defeats the purpose of such machines.

I've tried many of its driver assistance systems since the V40 was delivered, but one I hadn't put to the test is the self-parking system, dubbed Park Assist Pilot,

or PAP. Unlike some rival systems which can now parallel park or slot the car into a bay, the V40 can only do the former, but not the latter. The technology isn't all that new; it's about a decade since I first drove a Volkswagen Touran that could park itself. Yet it still amazes people when I say my Volvo can slot itself into a parking space. The system is simplicity itself to use. Driving past a line of parked cars at up to 30kph (19mph), you press a button on the dashboard and the car scans for a suitable space. When it has found one, you then follow the instructions on the instrument cluster – which involve you working the gears and pedals while the car sorts out the steering. I kept reducing the length of the parking space to see how the car coped, and having got to the point where I'd be thinking twice about being able to manoeuvre the car in myself, the Volvo still said the space was big enough. Such a small gap led to the car reversing itself up against the kerb, so I just had to select Drive to move forward, and the car sorted out the steering for me.

No doubt the addition of bay parking will become an option in the near future, maybe when the V40 is facelifted, but

in the meantime, the reversing camera and parking sensors make such a manoeuvre a doddle. And whether somebody who can't parallel park should actually be allowed to drive is a subject up for discussion! But what's clear is that despite the acronym Volvo has chosen for its system, it's far from a load of pap.

Richard Dredge





PEUGEOT 308 SW

Allure 1.6 BlueHDi

Arrived	19th September 2014
Mileage	9,730 miles
Fuel consumption	85.6mpg (official combined) 60.9mpg (on test)
Costs	None
Faults	Broken battery cover

So my time with the Peugeot has come to an end and it's time for me to sum up my time with the little load-lugger, as I hand the keys to another member of the Diesel Car test team. Since its arrival in September last year, the 308 SW has been an absolutely brilliant companion. The Rioja red colour contrasted really nicely against the black and silver alloys and for my money, the SW is a neater looking car than the hatchback – the whole car just looks right.

Quiet and comfortable, the 308 swallowed up the motorway miles as easily as its boot swallowed up my photography gear. The leather seats were nigh-on perfect, cossetting me for hours behind the wheel, leaving me still feeling fresh despite the distance. When the cold weather came, a flick of a switch warmed the seats and when the miles really began to drag on the motorway, the adaptive cruise control took a lot of the sting out of long journeys. I just wish I'd been brave enough to try the parking assist! The Bluetooth audio streaming was largely faultless and the telephone connection clear from both ends of the call.

As good as the Peugeot was, there were one or two minor niggles – the most

criminal of which is the rear leg room – or lack of it. Passengers in the back are almost completely robbed of space in the back of the 308. Even with my two year-old son sat behind me, I was forced to pull the seat forward and position my legs directly beneath my ears – in a car with practicality in mind, this is unforgivable and it's the biggest black mark in the 308's book.

Early on into its term the 308 was recalled for an issue relating to chafing cooling pipes – thankfully this wasn't something my particular car suffered from. While at the dealer it was noted that the battery's plastic retaining strap was broken – something that likely happened, the dealer believed, during the car's pre-delivery inspection or while being built. Thankfully this was replaced free of charge by the excellent team at Truscott's Peugeot in Honiton. They looked after my 1987 205 hatchback as well, proving that they really do know their Peugeots, new and old!

Another irritation was the car's roof bars – they look great, but they need additional accessories to actually be used – as I found out back in December while trying to collect the family Christmas tree. The net result was an interior festooned with pine needles.

But these are tiny points and in all

honesty I am struggling to find negatives when it comes to my time with the 308 SW. It was a car I very much enjoyed driving. What it lacked in feel and handling, it compensated for in terms of comfort and economy, with the mpg figure improving as my test period went on. There really is a lot to like about the 308 SW and it is a car I am going to sorely miss.

Adam Sloman

WHAT'S HOT



Effortless to drive, and a great long distance companion.

WHAT'S NOT



The alloy wheels look weedy on this eco-friendly Pug.





HONDA CIVIC TOURER SR 1.6 i-DTEC

Arrived	19th September 2014
Mileage	6,166 miles
Fuel consumption	72.4mpg (official combined) 58.1mpg (on test)
Costs	None
Faults	Recall to replace a potentially faulty MAP sensor

WHAT'S HOT



Visual indicators for fuel consumption and gear changes help prompt you to save fuel.

WHAT'S NOT



The Civic is a relaxing car, but there's a fair bit of tyre noise over grainy tarmac.

After an early start (thank heavens for heated seats), the Civic's nose is pointed towards the A500 past Stoke-on-Trent to begin the day's outbound journey. It's a trip of around 100 miles to a launch event and the satellite navigation is estimating a slightly optimistic travel time of just over two hours. Passing through the first few small villages and towns, I'm trying a new driving technique, slavishly changing gear only when the green illuminated arrows on the dashboard tell me to. My habit with diesels has generally been to shift up as early as possible, but I noticed the Civic's on-board computer has been suggesting I use a lower gear. In the real-world, this has translated into staying in fourth for much longer, seemingly keeping the engine in its economy sweet spot, with less labouring at low revs in fifth or sixth. I've noticed the economy climbing, so it looks like a routine worth sticking to and another victory for computers. I'm now heading along the eastbound A50 dual-carriageway towards Derby and the Civic is in its element. Comfortable seats, clear audio from its DAB digital radio, and cruise control make it a relaxing long-distance companion. My only complaint is the tyre noise from the 225/45/17 Michelin Primacy HP's, which can be quite pronounced over coarser road surfaces. Not needing to be at



the venue until 10am, I've by now turned the trip into something of a 'hypermiling' exercise. While hot hatches are known for their handling prowess and supercars for their outlandish top speeds, this Civic boasts a mighty impressive 72.4mpg economy figure and there's a certain satisfaction in trying to beat it. This almost certainly led to confusion amongst van drivers as they passed me dawdling along at 64mph, only for them to be overtaken again as they crept around the next roundabout. Not wanting to shed speed is always a priority when wanting to save fuel. More adept hypermilers than myself will probably think 64mph is a bit fast for really top notch economy, but I draw the line at becoming a nuisance to HGV drivers and the Civic felt good at this speed. In a sweet spot you might say. Watching the economy climb into the mid-70s and beyond, I could practically feel the money I was saving fluttering back into my wallet, but then, most of my efforts were scuppered. A traffic announcement interrupted the radio with news of tailbacks building on the southbound M1. Delving into the Civic's satellite navigation menu, I found the option to avoid motorways and peeled onto a series of A-roads interspersed with towns and villages. In the space of five minutes, my economy target and arrival time both felt a lot more challenging. Passing Leicester during rush hour saw it sink back into the 60s and my dreams of buying a 'free' chippy tea with the money I'd have saved were a distant memory. Despite the hold-ups, the Civic's stop and start system did its best to stem the flow, and the economy was still reading a respectable 64mpg as we passed through the gates of the venue.

Andy Goodwin



CITROËN GRAND C4 PICASSO

Exclusive+ BlueHDi 150 Automatic

Arrived	10th September 2014
Mileage	13,690 miles
Fuel consumption	61.4mpg (official combined) 43.6mpg (on test)
Costs	£426.22 (two front tyres), £157.46 (20,000 mile service and AdBlue)
Faults	Keyless entry system not recognising that the key was in the car. Touchscreen randomly shutting down.

WHAT'S HOT



The brilliant cap-less fuel filler is a tiny detail I've grown to love. I miss it on cars without it.

WHAT'S NOT



The automatic transmission can often hold on to the wrong gear for too long, especially driving downhill.

Some people greet the need for new tyres with all the relish of a visit to the dentist. My experiences aren't too dissimilar. Both invariably involve a brief spell in a waiting room, surrounded by three-year-old copies of Woman's Weekly and you'll inevitably get a nasty shock when you're presented with the bill. But whilst I have no love for visiting the dentist, I do look forward to having fresh rubber on my wheels. Does that make me strange? Probably. We all know how important tyres are. Not only are they the only thing that connects your car to the road, but they can also affect the steering, the brakes, ride quality, the level of road noise and how many miles you can expect out of a tank of diesel. It's why carmakers spend a huge amount of time, effort and money working with the tyre companies to perfect the choice of tyre for their latest model.

The Citroën Grand C4 Picasso Exclusive+ benefits from having a very good tyre. The 18-inch Python alloy wheels are wrapped in Michelin Pilot Sport 3s, widely considered to be up there with the very best tyres you can buy. Once upon a time, such a sport and performance-oriented tyre would have been considered overkill for an MPV. But Citroën clearly thinks differently, and potential

Grand C4 Picasso buyers should see this as a benefit. No matter what you drive, choosing a good quality tyre is essential. That said, you can understand why some motorists may look for a cheaper option when it comes to replacing the tyres. The price for a pair of new Pilot Sport 3s, fitted at my local Citroën dealer, was £426.22. Whichever way you cut it, that's an awful lot of money to suddenly find. The temptation to go for a mid-range or even budget tyre would be strong. And let's not forget the Grand C4 Picasso doesn't have a spare wheel. So if your tyre needs replacing in the event of a puncture, you're going to be paying for it. Yes, you will find a better deal by shopping around, but it's why you should factor in the cost of tyres and servicing when looking to buy a new or used car.

Even within the first 50 or so miles, the tyres have improved the way the Citroën feels. The steering is more direct, there's a lot more grip when pulling out of junctions and I suspect the fuel economy will also improve. I can't help feeling there's a touch more road noise, but I'll reserve judgement on that until the next report. Aside from that, all is good with Citroën's flagship motor.

Whilst waiting for the new tyres to be fitted, I listened to a chap being shown around a brand new Grand C4 Picasso Exclusive+ in the showroom. There's no doubt this car has huge appeal. With all the bells and whistles, along with a gloriously spacious interior, it's easy to be seduced by the MPV. How many people actually go on to order the top trim Exclusive+ model is something I'll need to find out. (It's the best selling Grand C4 Picasso, with 34 per cent of buyers opting for it last year) Ed.

Gavin Braithwaite-Smith 





RENAULT CLIO

Dynamique MediaNav dCi 90

Arrived	29th July 2014
Mileage	13,128 miles
Fuel consumption	83.1mpg (official combined) 59.1mpg (on test)
Costs	None
Faults	Infotainment system failure, and erroneous average mpg read-out

WHAT'S HOT



Judging by the number of similarly coloured Flame red Clios around, I made a good choice, which should aid future resale values I reckon.

WHAT'S NOT



You can inadvertently knock the satellite navigation's memory card out of the slot, if you use the centre console tray it resides in.

It seems that I am not alone in thinking that the stop-start system on my Renault isn't stop-starting as it should.

Followers of my Clio reports will recall that this fuel and planet saving device, that cuts the engine when stationary, didn't work at all for some two weeks solid last year, then kicked back in during a lengthy traffic jam. I still think it has a mind of its own, although Renault says the operation relies on several factors relating to the engine. However, as other Renault owners have also complained about their stop-start systems packing up, I asked for more information on its modus operandi. It's bit detailed and technical, as you'd half expect, but primarily majors on the condition of the starter battery and whether it has enough charge left in it to restart the car. Renault bases it on a '62 per cent rule' of its total charge. From a vehicle starting with a battery state of charge (SOC) at 62 per cent, the stop-start function would not then work for around 30 minutes, until it is above 80 per cent, as the charging management would be in boost mode (ie alternator charging), to boost the battery back-up, and so the vehicle will not give the driver

a non-starting vehicle. I do have to take issue over whether a brand new car, with its brand new and sophisticated battery, should drop so low after a supermarket shopping spree, let alone an overnight stop. Also, my 45-mile commute on the fast A12 in Essex should have any battery positively overflowing with volts and amps, and yet my stop-start system regularly flags up 'Autostop unavailable' on its dashboard readout as I park up. Yet in complete contrast, on more than one instance, the system has kicked in 100 yards from a stone cold start at the end of a working shift when it shouldn't have done, surely? I think I need to get it checked... although as I've never been sold on the real world worth of these things, it doesn't bother my unduly.

I try not to use the handy small centre console that's forward of the gear lever because filling it with knick-knacks can cause you to inadvertently knock out the memory card that provides information to the R-Link satellite navigation system, and results in a 'No Maps' message flashing up. It took me a while to first fathom the problem, and I thought it must be due to my usual ham-fisted nature.

That was until another Diesel Car contributor borrowed the Clio recently and did exactly the same thing, but as he wasn't aware of the cause of the issue, he simply used his trusty TomTom instead. Mentioning no names, I know he did, because it left the ugly suction mark on the windscreen as its calling card!

Alan Anderson





VOLKSWAGEN SHARAN

SE 2.0 TDI DSG Automatic

Arrived	18th June 2014
Mileage	6,150 miles
Fuel consumption	49.6mpg (official combined) 42.5mpg (on test)
Costs	Replacement tyre (£140)
Faults	None

WHAT'S HOT



Spring heralds a chance to breathe deeply and exhale stress – through that clever panoramic sunroof.

WHAT'S NOT



The design belies this car's size, but the turning circle reminds you she's some ship. A tighter one should be on the revised car's shopping list.

Altesautoschande might not exist as a German word, but I feel the urge to coin it. I reach for this neologism this month – literally translated as ‘old car shame’ – at the news of Volkswagen’s imminent change to the handsome machine parked on my drive. Caring two hoots about the vagaries of fashion might seem shallow, but to anyone who invested the required £30,025 for the car I’m piloting for our magazine, I’m sure it’s impossible not to feel some sort of disappointment to hear of your investment’s imminent metamorphosis from latest thing to yesterday’s news. Yet there is comfort for all those Sharanists out there who, like me, might feel aggrieved: the all-new Sharan, as showcased in this month’s edition from the podia of Geneva, is... just about blooming identical to the old one. That’s a wise move. Very Audi, I’d say: keep your big changes under the skin and thereby help to preserve the values on all those near-new Sharans, thus fortifying the purchasing argument for the new ones. It’s the kind of customer care for which Land Rover Freelander owners must weep into their pillows.

The changes to the Sharan are a bit like manifesto pledges: it’ll be cleaner (as per mandatory Euro-6 regulations), go 15 per cent or so further per gallon and apparently

trigger a safety response when anticipating accidents (thus removing yet another use for your mother in law). Fuel-wise, 15 per cent on the official 49.6mpg should mean you would have a car capable of 57.04mpg, or thereabouts. You might want to factor in the traditional diesel additive of a pinch of salt there, seeing as 49.6mpg in the current model would probably be achieved only if I removed all the seats, taped over every bodywork detail, went out only when the wind was behind me and drove stark naked. That doesn’t, I stress, constitute a complaint about the ‘old’ car I’m driving here: with 40mpg plus pretty achievable, and fuel prices falling (at least at time of writing) so shockingly that by 2019 it’ll be half the price of milk, the fiscal side of Sharan ownership is looking chipper.

We’re driving into the foothills of spring now; the worst the weather can do will probably not involve anything that puts the winter tyres under too much duress. But changing for the extra-grip rubber was certainly a worthwhile exercise. They spell a far more keen level of grip on iffy tarmac and markedly boost your braking distances. Alongside the Sharan, I’ve been looking at some of the brightest and prettiest contenders in the SUV class this month, including Mazda’s CX-5 and Honda’s CR-V. Aside from their inability to seat a throng, their shortcoming is in their badges: they sound like extras from Star Wars. Thankfully the one change VW failed to make for its upcoming Sharan signals the cleverest thing it could do: the name. Twenty years ago, we all sniggered. Two decades on, it’s car-speak for class.

Simon Hacker 





Ford Tourneo Connect Titanium 1.6 TDCi

It's fair to say that the initial reaction to our long-term Tourneo Connect was lukewarm. So has the family been charmed by its many talents, or will they be glad to get rid? **Ian Robertson** reports.

When our long-term Tourneo Connect first turned up on the driveway, there wasn't exactly a queue of people wanting to be first to grab the keys to take it out for a spin. In fact, the registration plate ending in 'OMG' provoked a larger reaction, especially living in TOWIE country in deepest, darkest Essex. But the decidedly lukewarm reception was more to do with the fact that its predecessor was deeply loved by the family. We spent twelve months with Ford's mid-sized crossover, the Kuga, and there was talk of hiding it, or saying it had been stolen, to thwart Ford from collecting it. And so any replacement for the Kuga would have a hard time winning affection.

But although it was a slow burner at first, it's become a real winner in the Robertson household, thanks to its exceptionally roomy and versatile cabin, generous boot, plethora of storage areas and wide opening sliding side doors. It's relaxing and easy to drive, and thanks to a low loading sill, it's easy to load heavy items. And with a maximum carrying capacity of 2,410 litres, it's got the capacity of a van, which isn't a coincidence seeing as the Tourneo Connect

is basically a Transit Connect that has been pushed up with the addition of windows. Our version was finished in top-spec Titanium trim, and its long list of standard kit is remarkable considering its modest roots. A panoramic glass roof with electric sunblind bathes the cabin in light, and that combined with the deep windows, makes the Tourneo Connect a lot less oppressive than some rival van-derived cars. Other upmarket kit includes cruise control, DAB digital radio, Bluetooth mobile phone connectivity, rear parking sensors, privacy glass and automatic headlights and wipers, as well as an autonomous emergency braking system which brakes automatically if

the system senses that you haven't reacted to an obstacle in your path.

The Ford's smart Deep Impact blue paintwork appears to be quite popular, as we've now seen several almost identical vehicles to our own. And thanks to lots of colour coding of the exterior plastics, it looks more expensive and car-like than the vehicle it is based upon. We chose to kit our car out with larger 17-inch alloy wheels, and having sampled the smaller wheels on other Tourneo Connect test cars, I can reassuringly say that the chunkier wheels don't affect the ride comfort in any noticeable way. One happy consequence of this vehicle being van-based is the enormous double-aspect door mirrors. While I agree that they may whip up a little extra wind noise while on the move, they serve to deliver a fantastic rearward view along the sides, including visibility of cars that would normally be stuck in the blind spot. We also opted for the optional reversing camera, too, which innovatively projects an image of what is behind you onto the rear view mirror.

So we've heard all about the car's good points, so what are the disadvantages? Well the shape for



WHAT'S HOT



The standard-fit panoramic roof results in an extremely light and airy cabin.

WHAT'S NOT



Buyers might be put off by the van-like silhouette, but I highly recommend that they look past this and sample the Tourneo Connect's many talents.

Price when new	£17,995
Price as tested	£19,819
Colour	Deep Impact Blue
Made in	Valencia, Spain
Configuration	5-door MPV, 5-seats, front-wheel-drive
Drivetrain	1560cc, 4-cylinder, 8-valve, turbocharged diesel
Transmission	6-speed manual
Power output	114bhp @ 3,600rpm
Maximum torque	199lb ft @ 1,750–2,500rpm
Top speed/0–62mph	103mph/13.8 secs
CO ₂ emissions (tax band)	130g/km (D) Euro 5
Economy (urban/extra urban/combined)	50.4/61.4/58.9mpg
Economy (on test)	48.8mpg
Fuel tank size/range	60 litres/777 miles
Insurance group/BIK rate	9/22%
Size (length/width with mirrors)	4,418/2,137mm
Boot space (minimum/maximum)	520/2,410 litres
Kerb/max towing weight	1,477/1,100kg
Euro NCAP safety rating	★★★★★
Date arrived	24th July 2014
Mileage	6,934 miles
Costs	None
Faults	None



one, as its van-based silhouette is still low on street cred. You'll never attract youngsters to one in preference to a Focus or Golf, for instance, and instead it is likely to be bought by

business owners that can use it for both work and play. Other benefits of its upright stance and wide opening doors, is that it is a real hit with people that have mobility issues.

We didn't quite manage to achieve the official combined fuel economy figure of 58.9mpg, instead recording a figure that is around 17 per cent lower. But we don't think that is bad considering that we've run it through the winter months, where it takes longer for the car to warm up. It is used quite heavily for town duty, doing short runs that are

Our version was finished in top-spec Titanium trim and its long list of standard kit is remarkable considering its modest roots.

epitome of aerodynamic efficiency is pretty good in our book. So as we wave goodbye to our bright blue Tourneo Connect, there's a whole lot more warmth for the vehicle than when it first arrived last summer. And dare I say it, there will be some family members that will miss its upright stance and unpretentious ability. Not only is it a hefty £2,455 less than a comparable five-seat C-MAX at today's prices, it is a whole lot more roomy to boot, too.

Ian Robertson 

Standard equipment:

16-inch alloy wheels with 205/60/R16 tyres with tyre inflation kit
60:40 split/fold rear seats
Anti-lock brakes with brake assist
Automatic headlights
Auto-dimming rear view mirror
Autonomous emergency braking system
Bluetooth mobile phone connectivity with audio streaming
Cornering front fog lights
Cruise control
DAB digital radio/CD with auxiliary and USB sockets and steering wheel controls
Driver, passenger, side and head airbags
Dual-zone climate control
Electric and heated mirrors with power folding
Electric windows front and rear
Electronic stability control
Heated front windscreen
Isofix child safety seat fasteners for rear seats
Leather steering wheel and gear knob
LED daytime running lights
Misfuelling prevention system
Panoramic roof
Rain sensor
Rear parking sensors
Rear privacy glass

Remote central locking
Roof rails
Traction control
Tyre deflation detection system

Optional equipment fitted to the test car:

17-inch alloy wheels with 215/50/R17 tyres and steel spare wheel
Front parking aid
Heated front seats
Metallic paint
Rear view camera with mirror display
Thatcham category one alarm



DieselCar



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SHOW ME THE MONEY



So-called 'crash-for-cash' schemes are at an all-time high. Jack Carfrae finds out what the average motorist can do to fight back

Crash-for-cash schemes are nothing new. The term was coined to describe drivers who deliberately cause accidents to file bogus insurance claims and/or personal injury compensation for financial benefit. Collisions often, but not always, involve the unscrupulous motorist suddenly slamming on their brakes and colliding with the vehicle behind them, which in the eyes of the insurance company leaves them in the right and creates an easy whiplash claim.

They can get a bit more imaginative, though. Perpetrators have been known to flash their headlights at victims in an apparently courteous act of allowing them right of way, only to drive into them and falsely claim they were in the right all along – a process now known as 'cash-for-flash'. Organised gangs are often at the heart of the schemes, which

are clever, devious and lucrative.

The worry is that such activities are on the rise. The Association of British Insurers estimates phony claims increased by 34 per cent in 2013, with a total of 59,900 cases. The upshot of that is £2 billion in payouts, which is said to add £90 a year to the average motorist's car insurance premium. Even more concerning are insurance firm Aviva's figures, which claim crash-for-cash incidents were up 21 per cent over the previous year by November 2014, and are now at their highest level ever.

Collisions often, but not always, involve the unscrupulous motorist suddenly slamming on their brakes and colliding with the vehicle behind them...



FIGHT BACK: THE TECHNOLOGY DESIGNED TO CURB INSURANCE FRAUD

It's now possible to kit your car out with gadgets designed to fight back against crash-for-cash and other dodgy motoring exploits. In-car cameras, known as CarCams, record the road ahead. The footage can be used as evidence if you're involved in a collision that isn't your fault, or for other incidents, such as road rage, or to help the police with accidents you may have witnessed.

The RAC is about to launch a telematics service to the public. Usually reserved for fleet and business drivers, the system tracks a vehicle's movements via GPS in a similar way to a plane's 'black box', so it can provide data such as location and speed before and after an accident. The technology is increasingly being offered by insurance companies to monitor the amount and style of a policy holder's driving – and the premiums can be adjusted accordingly (increased for bad behaviour and higher mileage, and dropped if you're good and don't go far). "We are launching telematics for general motorists at some point fairly soon," the RAC's Simon Williams tells Diesel Car, "the date is not yet finalised but we'd like to think it will be in the next six months or so. It will be as part of an insurance offering." Williams added that it will be possible to use telematics in conjunction with in-car cameras for even greater evidence against fraudsters.



"It's at an all-time high," Simon Williams of the RAC tells Diesel Car, "It's not going away and chances are it's probably about to increase – going by those figures at least." The organisation is calling for in-car cameras to be made mandatory as a way of fighting back against fraudsters. Research by the firm found that only 4 per cent of drivers have in-car cameras at present, but almost three quarters of the motoring public (71 per cent) believe they would be an effective way of tackling the growing trend for insurance fraud. Some insurers are also said to be offering discounts to drivers using them. "There's a school of thought that says these things should be compulsory," says Williams, "and maybe manufacturers could start to include them in the vehicle themselves or as an optional extra."

Cameras aren't the only defence against



... £2 billion in payouts, which is said to add £90 a year to the average motorist's car insurance premium.



HOW TO AVOID CRASH-FOR-CASH, AND WHERE IT HAPPENS

Insurance firm Aviva has revealed the top 10 areas in the UK in which motorists are most likely to be targeted by organised crash-for-cash gangs, according to police operations, prosecutions and recorded fraud cases. They are:

- 1 Birmingham
- 2 Luton
- 3 North London
- 4 Manchester
- 5 Leeds
- 6 Uxbridge
- 7 Harrow
- 8 North West London
- 9 Bradford
- 10 Slough



insurance fraud, though. Prevention is better than cure, and according to Aviva, it is possible to spot a fraudster on the road before it's too late. Brake lights that don't work are a dead giveaway – perpetrators have been known to disconnect them to catch out victims. Erratic driving and passengers turning around and looking at you are also signs that something's up. The insurance company is also calling on the Government to ban cash payouts for whiplash claims and replace them with rehabilitation, thereby removing the incentive for criminals. "The fight against fraud begins with an effective deterrent," says Tom Gardiner, Head of Claims Fraud for Aviva's UK and Ireland general insurance business, "In addition to more prosecutions and stronger sentences, we need to remove the financial incentive for minor whiplash claims like those claimed for by serial crash-for-cash fraudsters. We are asking the Government to consider compensating short-term whiplash with rehabilitation, instead of cash. Would crash-for-cash exist if there was no money in it for fraudsters to gain? We don't think so."

Jack Carfrae 

The company has also issued advice on how to spot potential fraudsters on the road before they act, and how to avoid being caught up in a scam:

- – Keep a safe distance between your vehicle and the one in front.
- – Fraudsters target roundabouts and slip roads; be especially vigilant in these areas, allowing plenty of space.
- – There are frequently two cars involved – the car directly in front and the car in front of that. Both may drive erratically. Allow plenty of space between you and the two cars in front.
- – A common trait in many vehicles involved in crash-for-cash is failure of the vehicle's brake lights. If you notice the car in front brakes and their lights don't work, remain cautious, allow extra space and perhaps distance your car from theirs.
- – Is the car in front moving particularly slowly, or is it slowing down and speeding up for no apparent reason?
- – Is the driver in front focusing on the back of the vehicle?
- – Are the passengers in the vehicle in front turning around and looking at you for no reason?
- – Does the car in front look like it has been in other accidents, especially showing damage to its rear?

NO CONTEST

In the second of our diesel motorsport series, we focus on diesel power in touring car racing.

For many motoring enthusiasts, touring car racing has a greater appeal than F1. With race cars that are very similar to the vehicle driven by the fans, it's easier to relate to – and with a more even playing field, the races tend to be more exciting. With no mandatory pitstops, few high-tech aids and limited aerodynamic enhancements, there's more overtaking, whilst dealing with occasional contact from other contenders is all part of the challenge. And diesel-engined racers have been an integral part of the Touring Car scene for a number of years, after a BMW 320d first demonstrated the potential of diesel racing cars by winning the 24 Hours Nürburgring in 1998.

The first round of this year's British Touring Car Championship (BTCC) took place at Brands Hatch on 4th and 5th April (on the Indy circuit) with the 10th and final round scheduled for the Grand Prix circuit at the same venue on 10th and 11th October. Sadly though, this year's BTCC won't feature any high-profile diesel race cars. Until 2014, the Championship was open to drivers, manufacturers and teams with petrol, diesel or gas-powered engines. But now all BTCC cars are built to the same regulations – the



so-called 'Next Generation Touring Car'.

These new technical regulations were designed to dramatically reduce the design, build and running costs of the cars and engines, but the powerplants are all petrol-powered. With 300bhp or more, these 2.0-litre turbocharged direct-injection engines can be mated to either front- or rear-wheel-drive and teams decide whether to build their own unit to the defined specification, or to lease or buy a TOCA-BTCC ready-built engine.

You will see a broad cross-section of different manufacturer's cars employed though, with Team Dynamics running a Honda Civic, Triple Eight Racing using an MG 6 GT, Colin Turkington (the defending

champion) and Jason Plato racing in Team BMR Volkswagen CCs, Andy Priaulx in a BMW 1 Series and a whole host of lesser known drivers in a variety of cars, including a Proton GEN-2, Audi A4, Infiniti Q50, Mercedes-Benz A-Class, Toyota

Avensis and the latest Ford Focus ST.

Outside the UK, diesels continue to play an active part in many endurance races, but they are now also excluded from the Deutsche Tourenwagen Masters (DTM) series and the World Touring Car Championship (WTCC), where they previously claimed much success. Only petrol engines, with 1.6-litre turbocharged and direct injection units are now permitted to enter. And in a few years' time, we suspect you will see a strong argument in favour of including hybrid powerplants too.

Diesel touring cars will continue to compete in many other touring car race series across the world though, with endurance races like the Sebring 24-hour race and Le Mans offering their greatest chances of motorsport success.

SPANISH FLAIR

Until recently though, the Diesel 2000 class had been the FIA circuit racing classification for modified production-based touring cars employing turbodiesel engines. Starting in 2005, diesel contenders were allowed to enter the World Touring Car Championship as long as they had at least four seats, a maximum engine capacity of 2.0-litres, no





more than four-cylinders, and at least 2,500 identical production units manufactured within 12 months, to allow for homologation to take place. Spanish manufacturer SEAT made the most of these new regulations, eventually winning the World Championship for both manufacturers and drivers in 2008 and 2009, with their Leon TDI.

SEAT Sport UK first fielded a pair of Leon TDIs for Jason Plato and Darren Turner to race in the 2008 HiQ MSA British Touring Car Championship, becoming the first manufacturer to enter the series with diesel-engined cars. The race-prepared 280bhp Leon TDIs were built at the team's workshop in Northampton, with intensive pre-season testing at SEAT Sport in Spain. And with the sporty Leon FR 2.0 TDI one of the biggest-selling Leon derivatives, and both the FR and Cupra versions combined accounting for more than 35 per cent of all Leon sales at the time, strong interest from the British public was guaranteed. And SEAT's 2008 BTCC Leon didn't disappoint, making a promising race debut at Brands Hatch, with Jason Plato achieving two podium finishes and team mate Darren Turner setting the fastest lap of the weekend.

SEAT also turned their attention to the WTCC and soon started to dominate the

field. By the time the final round ended in November 2008, Frenchman Yvan Muller had won the drivers title by a massive 26 points from team-mate Gabriele Tarquini, and the manufacturers championship had also been awarded to SEAT.

The 2009 WTCC season began in much the same vein and after twenty-four races, the FIA World Touring Car Championship for both drivers and manufacturers was once again in SEAT's hands. This time Italian Gabriele Tarquini won the drivers' championship by four points from SEAT Sport team-mate Yvan Muller.

Winning a world championship in top-level motorsport two years running is a quite remarkable achievement, and although the latest regulations in the British Touring Car Championship and World Touring Car Championship do provide exciting racing for spectators, the sport is now in real danger of losing its essential link to real-world road-going cars, which has been at the heart of touring car racing's appeal from the very earliest days. And with around 50 per cent of all new cars sporting diesel power under their bonnets, we sincerely hope that future BTCC and WTCC regulations will once again allow for diesel-powered entrants.

Guy Baker 

SUCCESSFUL DIESEL POWERED TOURING CARS

With the rise and rise of hybrid powerplants, the golden era when diesel engines ruled the Touring Car roost may soon be over, but their legacy of success will be written in the record books forever

- A BMW 320d saloon run by Schnitzer Motorsport wins the Nürburgring 24-hour race in 1998 – the first diesel car to do so. VW Golf TDIs also competed in this race, and the Spa 24 hour race. VW subsequently raced a Bora TDI at Spa.
- VW Racing UK ran Mk4 and Mk5 Golf TDIs in the 2002 and 2005/6 VW Cup, with some success. Diesel entrants are still permitted in 2015
- In a precursor to their Le Mans successes, Audi won the Sebring 24-hour race in an Audi R10 diesel in 2006 and 2007, followed by an R15 diesel in 2009, an R18 diesel in 2012 and an R18 hybrid diesel in 2013
- A VW Golf TDI won the diesel car class and finished 13th overall in the 2007 Silverstone 24-hour race, beating several Porsches, Aston Martins, a Jaguar GT3 and a host of BMW M3s
- In 2008, SEAT became the first manufacturer to win a round of the BTCC in a diesel-powered car. Jason Plato and Darren Turner both won races at the Donnington Park weekend, with Plato eventually finishing 3rd in the Driver's Championship at the end of the season
- Peugeot followed Audi's lead, with their 908 HDi achieving success in numerous endurance races, including victory at the 2009 Le Mans 24-hour race and the 2010 Sebring 24-hour race
- SEAT won the manufacturers and drivers WTCC in 2008 with Yvan Muller, and 2009 with Gabriele Tarquini



All your technical questions and problems answered by our resident sharp-tongued expert

DOCTOR DIESEL

The doctor with no patience



WRITE TO THE DOCTOR ABOUT ANY TECHNICAL QUESTION, MOTORING PROBLEM OR ISSUE THAT YOU DESIRE, BUT BEWARE OF HIS RAZOR EDGED TONGUE AND SHARP WIT.

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- Log onto the DieselCar website at: www.dieselcarmagazine.co.uk and send the Doctor a question.
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- Or write to him at: Doctor Diesel, Diesel Car Magazine, 40 Nevendon Road, Basildon, Essex. SS13 1AW.



MORE WINTER'S TALES

A friend of mine with a Citroën C-Crosser has been suffering very badly with the car going into limp home mode. When he telephoned his dealer, they said it was very likely that winter grade diesel was causing the problem and, sure enough when he took it in, they had to clean the oil lines and change the fuel filter. They said that it was a common problem with winter diesel, caused by the fuel forming globules, and recommended that he change the fuel filter every three years. The car has covered around 32,000 miles. I have a Peugeot 4007 (which as you know is much the same car) and it has covered 74,000 miles without any such fuel problems. I also have links with a firm which has a mix of seven Citroëns and Peugeots, which between them have covered around 600,000 miles, and as far as I am aware none of them has ever

suffered in this way. Could it be that the fuel viscosity/winter additive differs considerably between filling stations? My friend normally goes to Tesco, whereas I go to Sainsbury's or Morrison's. (What do your food shopping habits have to do with all this? Doc.) Also, I thought the whole point of winter diesel was to avoid "waxing" which I guess is pretty much the same thing! Your advice please Doc.

John Austin

I'm not entirely convinced about the winter diesel causing the C-Crosser problems, I have to say. A blocked fuel filter maybe, but possibly merely an accumulation of muck, not true cold weather waxing, me thinks. Clean the oil lines??? Fuel lines??? How would they clean them? Maybe they purged them by somehow operating the lift pump to bleed the system up to the

filter – I doubt that there's any hand pump to prime the fuel line, as there often was in days of yore! I foolishly ran a Mercedes 8-14 7.5 tonne truck's fuel tank bone dry on the M60 south of Manchester once! I managed to get a fast driving man in a Reliant Robin (what a terrifying ride!) to give me a lift to a filling station, found my way back, put some fuel in the tank, tipped the whole cab unit forward on its hinges, and re-primed the fuel lines! All at the roadside – and all in a day's work then! You should feel the steering effort on something like that, when the engine dies and power assistance totally goes! Superman would struggle to drive something like that, and you can experience it for maybe 50 to 100 yards, when the engine cuts out!

But, back to the C-Crosser and your 4007, and winter diesel. Did we not cover this issue recently – issue 333? I'm pretty confident that bulk fuel delivered to regional depots from refineries, well before it has any additive packs stirred in, is where the seasonal change takes place, so it should not really be something brand-dependent. But it certainly could be engine-dependent. Thanks for the information though – I'll ask my friend with a C-Crosser if he's had anything like this. He does a lot of towing, and works his engine pretty hard, but it seems to be a very robust unit and he's had no real problems to date, with 75,000 miles approaching – just that motorised throttle unit failure that I wrote about some while back. Later report – no such filter problems. All for now John. Keep taking the pills! Best regards,

Doc Diesel



SAYING GOODBYE TO A GOOD SERVANT

Quite a few years ago, longer ago than I would care to admit, I bought a copy of Diesel Car at a train station, and began to read about the benefits of diesel engines. I've always been one of life's non-conformists, by which I mean, that I try not to "follow the herd". I bought several copies of the magazine, and enjoyed it's oddball style. I suspect that the insightful articles describing locomotive and tank engines were the result of a need to fill pages at a time when very few manufacturers sold diesels. However, I enjoyed such articles and became convinced of the benefits of diesel.

Then, roughly sixteen years ago, I was presented with an opportunity to change over from petrol to diesel. I closely read your buying used articles and I fancied a TDI, but they were then well out of my price range. Then we chanced across a rather sad looking old style Passat. Everyone wanted the new curvaceous style, so the poor old thing was marked down and, worse than that, it had an indirect injection engine and the previous owner had not cared a fig for the interior trim. But, it was rust free, had a big boot, your used car report was positive, and there was just something about the car. So I arranged for an automotive inspection, which gave the car a clean bill of health. But I will always remember the inspector, because he told me in no uncertain terms that I should buy a petrol! Apparently, if I bought a diesel, I would for certain, "lose my hearing and would choke other motorists with thick clouds of black smoke, and would be so slow, that I would be a danger to other road users." Well, after such a recommendation, I didn't even have a test drive, I just bought it! The "Umwelt" engine that powers my now 20-year old Passat has a low blow turbo and produces only 74bhp, but a lot of torque. When new it was almost the cleanest car on sale – it almost doesn't smoke! You would think that it would be dreadfully underpowered, and on paper it is. But it keeps up with day to day traffic, and comes to life on a motorway where peak torque coincides with 70mph. The first family holiday to the Isle of Wight was a revelation. We left with a full tank, and 775 miles later there was still fuel in the tank when we returned home. To be honest, every time I take her on a cross country run, her sheer willingness and whistling turbo put a smile upon my face.

I am still a Diesel Car subscriber, and many times I have been tempted to upgrade to a newer car, but there was a period where diesels seemed to go backwards, as more and more technology



was bolted on. I knew that I was getting 42mpg around town and 48mpg on the motorway, and some of the newer cars seemed to be only doing about the same, or even less. So why upgrade? For years she sailed through MOTs and hardly ever had a problem. But, with 178,000 miles on the clock, she has recently got into the habit of disgracing herself. The sad fact is that various bits are wearing out and have to be replaced. The final straw perhaps was when we returned from a faultless holiday in Wales and the wiper motor failed in a downpour. Standing in torrential rain on the M54 for an hour, waiting for the breakdown service – need I say more? In terms of rehabilitating itself, boiling her battery was not a good move either. I took her out for a run today and, as always, I came home with a big smile on my face.

Sadly, I think that she's now running up the wrong side of the bathtub reliability curve, and her days are almost inevitably drawing to a close. But I've changed jobs and now have to choose a company car, which will be the first one that I have ever had. I wrote to you and asked for your advice before Christmas, then went and looked at all of the alternatives and can confirm that your advice, was, as ever, spot on. This weekend our drive is graced with a Skoda Octavia demonstrator. It's about the same size as our faithful Passat. I've taken it out on one of my favourite cross country runs, and you really can't fault it. The boot is huge, the dash is stuffed with all sorts of clever gadgets, the kids will be very comfortable in the back, and I have no doubt that it will be a very fine mile muncher. The only thing that worries me is that in choosing one, I may be becoming one of "the herd". Who would have thought twenty years ago that diesels would ever be mainstream, but looking around the office car park, that's exactly what they are.

David Price

So good of you to write at such length David, and such an entertaining read! I'm

so pleased that things seem to be working out for you. You would not be "one of the herd" in choosing an Octavia, by any means – there is still plenty of mindless anti-Skoda prejudice from times past. The only significant downside with the latest Octavia seems to be a bit of road/suspension/tyre noise on rough roads, although that might be down to the tyre brand. Unfortunately you would be most unlikely to get a choice of tyres, if your company ordered you an Octavia, but you'll be getting through them quite fast, so you would probably have the opportunity to choose your own tyres after the first set. Refer to websites like Black Circles, where you can see the data for wet grip, noise, and fuel economy for most of the brands. I'm a great fan of Goodyear EfficientGrip Performance, a set of which transformed my wife's 2003 BMW 318i.

Anyway, I'm getting ahead of myself! You didn't mention which engine your demo Octavia had, so I hope that you do have an opportunity to try both 1.6-litre TDI and the 2.0-litre edition, to see if the former is good enough for you, or whether you might persuade the company to get you the 2.0 TDI, which will deliver maybe 50 to 55mpg, against the 60 to 65mpg of the 1.6 TDI. Let me know when you get the good news! Thanks again for the update, and all the best for the remainder of 2015.

Doc D

To which David replied:

I will happily go for the 1.6 TDI. I'm well used to lower powered engines, in fact the 1.4-litre petrol hire cars that have been carrying me up to Fort William and down to London have been OK, so a 1.6 diesel is quite well powered in comparison. Besides, my employer pays Inland Revenue fuel rates, and we buy the fuel. So the less fuel used the better! With the GreenLine model I'm getting, I will get low rolling resistance tyres, and I suspect there will be little choice between brands. I do like Goodyear EfficientGrips though, having had some on my Passat, and they do their job well.

David

PICASSO'S BLUE (HDI) PERIOD?

I am an avid reader of Diesel Car of long standing (since 1989 or 1990, although I have actually only been a diesel driver since 2000), and I would be very grateful for your help and comments. I notice that you are currently long term testing a Citroën Grand C4 Picasso 2.0 BlueHDI Automatic Exclusive+ and I have the very same car, even down to the colour! Since winter set in – although it has only been noticeable since the engine was replaced under warranty in October 2014 – I have experienced a weird free-wheeling effect when first starting out in the morning. This is temperature dependent and the colder the temperature, the longer it lasts. When I move off, the engine speed rises to 2,000rpm and, very reluctantly, the road speed catches up with it. If at any time I take my foot off the accelerator, the engine speed instantly drops to idle speed (about 900rpm) and the car then coasts. This happens at all speeds, and in any gear, right up to 60mph, which I am sure you would agree with me is unusual to say the least. The effect lasts no more than three miles (less if the temperature is above 10 degrees Celsius), and is not repeatable unless the car has been standing at less than 10 degrees Celsius for at least eight hours, or less time if it is even colder. Has your test Picasso ever done that? I have a video of the anomaly “in action” that I have sent you, so that your current tester Gavin Braithwaite-Smith or your team can comment. With regard to the engine problem, my engine had to be replaced last year. I sincerely hope that this doesn't happen with the automatic gearbox, but I fear that something similar may end up being the case. Regards,

William Ransom

PS. I agree with Gavin's comments about needing the patience of a Russian Chess Player when negotiating the Bluetooth Phone system, or trying to navigate to an address in the Phone Book. TomTom and Garmin have been most successful over the last ten years, so why do manufacturers insist on reinventing the wheel with their satellite navigation and phone systems? It's just crazy!

I am very sorry to hear of your problems William. I have struggled to find out much about this new EAT6 automatic transmission, which is made by Japanese company Aisin AW and was developed in conjunction with PSA Peugeot-Citroën. I am not sure if the reluctance of the road speed to catch up with the engine speed is a problem that you did not experience in warmer weather, but what you describe



suggests that the torque converter is operating for a long period before it “locks up” and maintains a fixed gear ratio. The relatively limited description that I have managed to find of this torque converter transmission does highlight that “at idle, it automatically selects neutral gear to reduce internal temperatures and improves fuel economy.” But, having no experience of this transmission, I am not really adding much to the picture, and I'm hoping that Gavin can relate more to your experiences and help decide whether they are abnormal, or otherwise. I don't know whether you have taken this up with your Citroën garage or not, but they should show some interest and concern, and it would not be unreasonable to ask for a similar cold start drive in one of their own cars with this transmission – if they have one.

Then: 10 days later... Gavin has now reported no such problems with his long term car, and you have fed me much more information on this problem, including a video of a (miserable) cold start experience. My betting is on some kind of electronic problem, either in the engine management or transmission management and, with the problem being temperature related, I'm wondering if there is maybe a faulty temperature sensor somewhere? But a competent garage with the necessary diagnostic equipment should be able to check this side of things out – and maybe they already have, and eliminated what I'm suggesting. Waiting for another Grand C4 Picasso of similar specification with the EAT6 transmission to turn up, and for you to have a run in, isn't exactly going far to solving the problem, is it? I think you need to put your foot hard down

(Aaaaargh – sorry for that unintended pun!) and demand some action William. Like you, no doubt, I'm sensing that the cold weather is disappearing fast and that, without any action, you'll be in the same place as you are now come next November! So, regretfully, I have no solution for you, merely a confident conclusion that your car has a problem and, in this situation, it is up to Citroën to find out what it is, and solve it! Best regards,

The Doc

DIESEL OR PETROL?

I am just about to trade in my Hyundai Tucson for a new ix35 1.7 CRDi and am trying to get best advice about whether to get a diesel car. I've never driven a diesel before, but I was attracted to the reviews and car magazine information about the 1.7 CRDi. However, I'm a bit concerned about the current and possible future problems that there may be regarding the DPF (diesel particulate filter) issues and possible loss of future value etc., and am going round in circles about which car to choose. Although the dealer assures me that Hyundai do not have any DPF issues with their new cars, and that it would be covered under the warranty anyway, I do not do a high mileage (7,000 maximum a year) and wonder would a 1.6-litre petrol be the way to go, or would the engine be too light for the reasonably heavy car? I have tested two diesels and I appreciate the slight difference in driving technique

SOAPBOX

TRAGEDY ON TWO WHEELS

Whatever casualty figures you look at, there's no escaping that riding on two wheels on Britain's roads is often very dangerous. Somewhat belatedly, people and government are beginning to realise that, in general, cars, trucks and buses should perhaps not share the same road space as pedal powered transport, or at least not without adequate safety provisions. Heavy, hard, and relatively fast vehicles whose occupants are more and more protected by clever vehicle safety systems are just not compatible with slow-moving cyclists, whose bodily protection is minimal, and whose vulnerability to some kind of serious life-changing injury is significant.

But what about motorcycles, where a similar situation applies? I've done plenty of motorcycling in previous times, riding modestly powered lightweight machines, for essential transport purposes, from east to west and north to south across the heart of England, with only around 10 to 12bhp at my disposal. The roads were quieter then, and other traffic was slower than today's, and I rode defensively and never felt threatened greatly by much other than my own misjudgements, of which there were a few, but none with serious consequences.

Today's roads are more densely populated by cars and other vehicles, all travelling faster than in those days, and by motorcycles with 120bhp and more on

tap. That means fearsome performance potential that's often not appreciated by many car drivers. But the riders themselves, many on the road for pure pleasure rather than essential transport, often push these pseudo-racing machines to the limit for their entertainment, and to exercise their riding skills; it means that they are often travelling very fast, often at illegal speeds, and with considerably less grip, stability, and personal protection than car drivers. I just don't think that such almost limitless performance is compatible with the ability of many riders, and the skills of most car drivers, on the roads of today. A 150mph performance bike capable of 0-62mph in under four seconds and a Renault Zoe, for instance, with a 0-62mph figure of 13.5 seconds and a top speed of 84mph, or a Peugeot 108 with a 17-year old at the wheel, arguably don't belong on the same roads.

A proposed 1991 100bhp EC power limit for motorcycles was only adopted in France, and later forcibly overturned there by the EC, whilst fresh 2010 EC power limit proposals are still on the back burner. Alright, so riders of powerful machines pay for the pleasure in heavy insurance premiums, but it hasn't put paid to the carnage, with motorcyclists 40 times more likely than car occupants to be killed on UK roads for every mile they cover. I've seen enough motorcyclists riding at idiotic speeds



in the wrong places to know that many car drivers just aren't expecting something small and travelling at a totally unexpected speed to arrive on the scene. It would not be fair to ask car drivers to share the road with Formula One cars, and arguably much the same applies to cars sharing public roads with these most powerful road bikes. Yes, I know there are some responsible riders, but don't tell me that someone with a 110bhp, 160mph bike is going to stick rigidly to all the speed limits and isn't going to explore the massive potential performance for which he bought the machine in the first place. It's just not credible. The legacy of car drivers judged responsible for fatal accidents who carry a lifetime burden of guilt is surely significant? Along with the medical and care costs to society of crippled, brain-damaged and killed motorcyclists, and the sadness of bereaved and broken families, these are surely factors that are deserving of immediate action?

**and would really appreciate some independent, professional advice.
Bryan Taylor**

The present anti-diesel campaigning is not really valid Bryan, and I think it will lose momentum. I'm also not sure that writing for "Diesel Car" my advice is truly independent! But looking at what's for sale on Auto Trader in terms of used cars, it would appear that the sales split is 90 per cent diesel, 10 per cent petrol, which possibly says something in itself – although I'm not sure what! Maybe just that nine out of ten cats prefer diesel? Or maybe it suggests that only one in ten cats looking for a used ix35 is looking for a diesel. Or does it mean that people with petrol ix35s keep them and don't sell them? You tell me!

Unfortunately, the petrol engine is not turbocharged, which, if fitted, would give it more torque, rather than its rather wimpy 122lb ft at 4,850rpm. Have you compared the GFV (guaranteed



future value at end of a PCP finance deal) for the 1.6 petrol and the diesel? The "money in the pocket" at the end of a PCP is often something of an illusion, although most people are fooled by being given a part exchange value in excess of the GFV against a new car, without realising (or knowing) that the new car is available vastly discounted, and they are adding

the discount to the GFV! Aside from my pro-diesel prejudices though, I'm just not keen on the idea of a low-torque 1.6-litre petrol engine with just a five-speed gearbox. I think it's in your hands Brian, and I've done my best to give you as balanced a picture as I can. Good luck with your choice,
Doc Diesel



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Essex, SS13 1AW

This is your opportunity to tell us exactly what you think. Whatever the subject, good or bad, we want to hear your views, so don't hold back! Do you have a diesel dilemma, need buying advice or just want to get something off your chest? E-mail your comments to dmail@dieselmagazine.co.uk and you could even win a prize for your ramblings courtesy of Sealey Power Products if yours is chosen as the star letter. So get busy scribbling and tapping away now!



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JUKE'S BAD SPACE JOKE



Dear Ian

I am a disabled driver and took delivery of a Nissan Juke just over two years ago on the Motability scheme. Because I often feel unwell and have difficulty in getting about some weeks, I didn't go to try out the Juke, and instead relied on pictures in the glossy brochure. I was pretty disappointed when the car arrived and I found out how small it is inside.

Can you recommend a replacement for later in the year that will serve me better? I actually quite like the stance of it and the driving position, but it would be nice to have something a bit roomier and less claustrophobic. I get the higher rate allowance and don't want to pay an upfront payment. It obviously needs to be diesel, and it can be either manual or automatic.

Thanks in advance

Bill McDonald
Swanage

Thanks for your letter Bill, I love this kind of challenge. Set me a task and I'm on to it like a rat up a drainpipe!

It's disappointing that you haven't got on with your Juke, as it's a thoroughly decent compact crossover, but I can understand entirely about the space angle – it's kind of like a reverse tardis, with lots of wasted space. That bulky motorbike-inspired fuel tank is just one example, though the meagre boot has

been improved with the latest facelift editions of the Juke. Its space limitations don't seem to have affected sales, however, as almost 40,000 found homes last year, making it the best-selling compact crossover in the UK.

With your criteria in mind, one car shouts out at me immediately, and that's the Skoda Yeti. I've checked on the Motability website and it is one of the available choices, in entry-level Yeti S 2.0 TDI guise. Other alternatives are the Ford EcoSport Titanium 1.5 TDCi and Renault Captur Dynamique dCi 90, but I suspect you'll find the same space constraints with both of those as you have with the Juke, although not quite as

extreme. If you don't fancy a car with the Skoda badge on the nose, there's also the option of a Peugeot 2008 Active 1.4 HDi, and I can highly recommend it in 1.6-litre guise, but suspect it may be a touch underpowered with just 67bhp on tap. If you were to find £49 from a savings account, or from down the back of the sofa, that would get you the 1.6-litre e-HDi edition in Active trim, which would make a much better bet.

Whichever of the two – Skoda Yeti or Peugeot 2008 – you choose, you can't really go wrong. Let me know which car you decide to choose.

Ian



Star Letter



The writer of
this month's
star letter wins
a 42-piece bit
set with carry
case worth £40.



Next month's star letter
will win a triple function
aluminium torch
worth £23.



LEGAL i

RADAR SPEED METERS



Designed by solicitors, tested by barristers and available around the clock, Road Traffic Representation is an online legal system that allows people accused of a motoring offence to get free advice on how the law will be applied in their case, and referral to a telephone helpline and representation by a barrister in court if required. Practising solicitor Martin Langan spent two years designing the system and creating the data repository which allows the software to analyse road traffic offences with the same authority as a solicitor.

www.roadtrafficrepresentation.com

Last month, we looked at the technical requirements that the prosecution have to observe when using technological aids in evidence, regardless of the specific device. Let us now consider this in relation to radar speed meters.

These devices appear to be very accurate if working under good conditions and operated by experienced police constables. Where the courts have dismissed cases reliant on radar speed meters, it tends to be due to failings in the police evidence, rather than in the device itself. Such cases include those in which the police witness had failed to read the meter correctly, and where the reading given in evidence could not actually be proved to relate to the defendant's vehicle.

Radar traps are set so that one constable is positioned by the radar set, observing the speed of the vehicle as it passes through the radar beam, with another constable stationed further down the road to stop an offending vehicle. That constable is usually told by radio by the first constable the vehicle registration number and type of vehicle, and sometimes errors are made. Cases have been dismissed where the court has not been satisfied that the correct vehicle was stopped, or where the first constable made an error in identifying the vehicle, or where the constable stopping the vehicle made a mistake.

Hand-held radar guns may be operated by a single constable. The guns work on the doppler effect, by which the gun is pointed at the moving vehicle and a radar beam strikes the vehicle, and the frequency of the beam reflected back to the gun is changed in proportion to the speed of the vehicle. The gun measures the change and displays the speed of the vehicle on a screen for the operating constable to view. This reading can be saved in the machine, and the guns have a range of 500 yards or more.

There are at least five ways in which a gun can give a false reading: through low batteries, poor contact through car lighter sockets, radio or similar interference, reflection of the beam off

a metal object (such as a lamppost) onto some other moving object, or measurement of the speed of another vehicle in the wide beam. A test on a smaller, nearer vehicle might pick up a reflection from a larger, more distant one behind. Usually, in such instances the reading would not be steady and would jump from one vehicle to another.

A Home Office study, Measurements on Police hand held radar speedmeters, did not indicate any likelihood of false readings from aircraft, birds, insects, power lines or a movement behind the radar gun. The training manual recommends that the device is not used within a quarter of a mile of powerful VHF radio or UHF TV transmitters, within 100 yards of high voltage overhead power cables, near large rotating fans or signs, near large rotating radar equipment, or within 30 yards of smaller transmitters. The Home Office study recommends that to operate the gun, the constable should select a position in the road with a clear view and that he should check the battery indicator, if there is one. The range switch should be pointed at the sky and turned slowly through 360 degrees. During this test, the display should be examined for several seconds to see that it is clear and that there is no radio interference, and that the meter is working and the battery is not flat. This procedure should be repeated at several intervals between speed measurements. Any test buttons should also be checked. A tuning fork should then be struck and vibrated in front of the aerial. The reading on the machine should correspond with the reading on the fork. A written note should be kept of the speed of the vehicle to test the radar gun.

When the constable considers that a vehicle is exceeding the speed

limit, the gun should be pointed at the vehicle and a reading taken. The reading should be observed for at least three seconds, and during that period the reading should be steady. An erratic series of numbers would indicate that an erroneous reading had been taken, and that the measurement was invalid. If the reading is considered correct, the trigger of the gun should be squeezed and the speed reading fixed on the display. Although the reading can be shown to the motorist, there is no legal requirement to do so. When the trigger is squeezed again, the reading is lost and the meter is ready to make another measurement. Any challenge to the evidence might therefore query when the reading was recorded in the constable's notebook – was it done immediately after the reading was displayed, or noted down some considerable time afterwards?

The courts have become increasingly reluctant to accept technical challenges based on whether or not the radar gun was operating or operated correctly, and such challenges would usually not succeed in the absence of compelling evidence to introduce significant doubt about the reading produced by the gun. There could, for example, be evidence from witnesses in the vehicle to prove that the speed limit was not exceeded and that there were lots of fast moving vehicles around and behind the vehicle in question. Each case will turn on its own evidence.



NEXT MONTH WE WILL CONSIDER LASER SPEED MEASURING EQUIPMENT

The Extra Mile

We recently came across a little snippet that might spark a few pub debates regarding speed humps and fuel consumption. A car tested at steady speeds gave 58mpg in fourth gear at 30mph, but only 52mpg at a steady 20mph in third gear, which supposedly supports the case of those who insist that speed humps and 20mph limits waste fuel, apart from allegedly wearing tyres unevenly and causing suspension damage. But was that a valid test? Most engines, petrol or diesel, will be doing around 1,200 to 1,800rpm at 20mph in third gear, and virtually the same at 30mph in fourth gear, which actually sounds just about right for good economy. But we think that many moaners just gun it in second and third gears, accelerating hard and then braking between speed humps, and stay in thirsty low gears, ready for a quick getaway from 20mph limits, if they even actually obey them. It's therefore unsurprising if their fuel economy is hit by negotiating such safety measures in that manner. In 30mph limits with speed humps, a steady 20 to 25mph in third gear seems about the right speed, although you'll possibly have to slow down a bit more for the more severe ones, and maybe drop into second gear. But there's just no point in speeding up much between humps and we're of the firm opinion that those who claim tyre wear and suspension problems simply drive

too fast over them. If you do speed up and brake just before every speed hump, then the front suspension is already compressed from the forward weight transfer of braking, and therefore quite likely to be damaged when it hits the hump. And it certainly won't do your shock absorbers or tyres any good either.

Some readers may be aware of the "extreme" global Shell Eco Marathon economy events that take place annually on each major continent. Unlike our UK MPG marathon, they are for one-off single-seater highly specialised lightweight prototypes and events are run on flat, closed tracks. With a required average speed of 15mph over 10 miles, their unladen weights are usually under 50kg, and their aerodynamic drag is unbelievably low. But the universal laws of physics still apply to them, and it's interesting to know what technology and strategy works in driving them. Since the early days of the event, a major problem has been the source of suitable power units, with off-the-shelf internal combustion units (particularly diesels) vastly overpowered for the speeds and loads involved, even in the case of 50cc moped and 30cc chainsaw engines. You actually need less than one horsepower to cruise at 15mph in such machines, which means you probably really only need a 5cc engine, and there aren't many units of that size around!

So what developed from this (more recent EVs and fuel cell power excepted) was the aptly named "burn and coast" driving technique, where fairly strong acceleration in the engine's high torque band is applied up to around 30mph; the engine is then shut down and the aerodynamic machine, probably running on bicycle tyres, is allowed to coast down to a low speed, when the short "burn" speed boost will be repeated, lap after lap. The machine only uses the engine for quite short spells, but working at close to its maximum efficiency. Well, the road cars of today are vastly overpowered for most legal cruising speeds, and sadly these sort of closed track tactics are near impossible to replicate on the road. But you'll still see some parallels in what is good economy run technique: get up to your cruising speed quickly through the gears, using the engine's peak torque speed band; lift off the throttle early and coast up to junctions, hazards, and traffic lights with as little braking as possible. You won't quite match the near 1,000mpg of the more realistic road-legal "Urban Concept Diesel" 2014 European Eco Marathon class winner, but you'll be making the best of each gallon, and short spells of good hard work like this will help keep its exhaust and emissions control systems in better working order, too.

Victor Harman 

Meals on Wheels

TEBAY SERVICES



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Butchers' counter – 8am to 6pm**



Motorway Services tend to be something of a 'needs-must'. On a long motorway drive, we use them because they are there, rather than because we relish the experience. There is an exception, though. Ask any regular long distance motorist to name their favourite stop, and one name keeps cropping up – Tebay. This untypical service area is located just off the M6 at Penrith in Cumbria, between junctions 38 and 39.

Tebay's story began back in 1972, when local farmers, John and Barbara Dunning, joined forces with local bakers to establish a different kind of stop-off for drivers using the M6. It was the first, and is still the only family-run motorway service station, serving locally-sourced food in an ambience that is a mixture of corner café and lavishly-stocked farm shop.

On arrival it immediately looks different from others, with its grassy slopes and duck-pond outside the big windows of the café. Inside

it is bright and light with a friendly feel to all the various zones. There's a mouth-watering display of scrumptious-looking home-made scones and cakes to tempt you at the entrance to the café, where a children's climbing frame-playroom lurks alongside the seating area. There is a separate area for freshly-cooked quick meals-to-go, if you're in a hurry. In the café, breakfast is priced by the number of items you opt for, from £6.50 for five items to £8.50 for a nine-item blow-out. A light snack of two slices of toast with butter and jam is a couple of pounds. Meat served there is still from the family farm, and mostly the produce is in season. Have a cuppa, and a refill is half price. A hot meal for a child is charged at only £1 if an adult eats too. We called in for a snack on a

chilly day in driving rain, and found Tebay to be an oasis of welcoming warmth and calm. Which? Holiday Magazine's verdict was "the closest the motorway network comes to a Harrods Food Hall." Except that we found the prices no higher than any other services, and the food choice a whole lot more wholesome and appetising. **D**

Service

★★★★★

Ambience

★★★★★

Quality of food

★★★★★

Value for money

★★★★★

DieselCar verdict

★★★★★

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SUPER MARKET \$W££P

Our used car experts have been scouring the country to find exceptional prices on nearly new and pre-registered cars boasting the latest registration plate, whether that be at main dealers, car supermarkets or used car specialists. Canny buyers know that a car depreciates heavily as soon as it is driven off of the dealer's forecourt, and so buying a car that is nearly new makes a whole lot of sense. After all, nosy neighbours will only be interested in the plate on the front, and so providing it is the latest registration, they won't know that you've been a cheapskate, and you can have a smug grin on your face knowing how much cash you've saved.

TOTAL RECALL

Here we list a summary of all of the recent vehicle recall notices announced by the car makers and the DVSA (Driver and Vehicle Standards Agency), previously known as VOSA. Check down the list to see if your car is mentioned, and if it is, we recommend that you contact your nearest main dealer without delay, as many of the recalls affect the vehicle's safety. More info can be found at www.vosa.gov.uk/vosa/apps/recalls/.

MODEL	RECALL REASON	RECALL DATE	BUILD DATES AFFECTED
Chevrolet Cruze	Brake fluid may leak	03/03/2015	19/10/2010 to 24/05/2011
Chevrolet Orlando	Brake fluid may leak	03/03/2015	13/10/2008 to 24/05/2011
Citroën C3	Directional control may be lost	13/03/2015	03/12/2014
Citroën DS 3	Directional control may be lost	13/03/2015	03/12/2014
Ford Fiesta	Relay may overheat and catch fire	04/03/2015	16/04/2010 to 21/04/2011
Peugeot 208	Directional control may be lost	13/03/2015	03/12/2014
Renault Twingo	Seatbelt buckle may not hold seatbelt tongue	10/03/2015	20/10/2014 to 07/11/2014
Vauxhall Corsa	Loss of steering control	25/02/2015	28/04/2014 to 10/06/2014
Volkswagen e-up!	Unintentional airbag deployment	15/02/2015	01/02/2014 to 01/08/2014
Volkswagen Polo	Unintentional airbag deployment	15/02/2015	01/02/2014 to 01/08/2014
Volvo S60	Parking brake may unintentionally release	19/02/2015	02/12/2010 to 02/02/2015
Volvo S80	Parking brake may unintentionally release	19/02/2015	02/12/2010 to 02/02/2015
Volvo V60	Parking brake may unintentionally release	19/02/2015	02/12/2010 to 02/02/2015
Volvo V70	Parking brake may unintentionally release	19/02/2015	02/12/2010 to 02/02/2015
Volvo XC60	Parking brake may unintentionally release	19/02/2015	02/12/2010 to 02/02/2015
Volvo XC70	Parking brake may unintentionally release	19/02/2015	02/12/2010 to 02/02/2015

DIESEL DEALS



VAUXHALL CORSA SXi (A/C) 1.3 CDTi 3-DOOR
2015 (15-plate), delivery miles

Price when new	£15,730
Price now	£9,099
Saving (discount)	£6,631 (42%)
Where	Peter Vardy Car Store (0141 376 9327)

With the new model on sale, there's some blinding deals available on the outgoing car. This well kitted out SXi models comes with air conditioning and has 42% off the asking price.

ELECTRIC AVENUE



NISSAN LEAF VISIA FLEX
2015 (15-plate), 1 mile

Price when new	£16,490
Price now	£12,854
Saving (discount)	£3,636 (22%)
Where	Chorley Nissan, Preston (01772 937324)

One of the cheapest ways of getting into a family-sized electric car. Alright you'll need to lease the batteries at around £70 per month, but your running costs will then be minute.

SUB 100G/KM PETROL POWER



VOLKSWAGEN MOVE UP! 1.0 BMT 5-DOOR
2015 (15-plate), 50 miles

Price when new	£10,545
Price now	£9,045
Saving (discount)	£1,500 (14%)
Where	Bury St Edmunds VW (01284 628813)

Classiest of the up! Mii Citigo small car trio, with £1,500 wiped from the price tag. It's good to drive, decently kitted out and should hold its value well.

HYBRID OPTION



MITSUBISHI OUTLANDER PHEV 2.0 MIVEC GX4h
2015 (15-plate), 20 miles

Price when new	£32,899
Price now	£30,995
Saving (discount)	£1,904 (5%)
Where	Grays of Holbeach, Spalding (01406 422129)

With demand outstripping supply, these are the first discounts that we've found on the Outlander PHEV. We voted it our favourite alternatively fuelled vehicle in our 2014 awards.

REMEMBER THIS VAUXHALL NOVA

The Nova was Vauxhall's answer to the Fiesta, but unlike the three-door-only Ford, was offered with a multitude of different bodystyles – two-door and four-door saloon and three-door and five-door hatchback, as well as a Cabriolet model late in its life. Named the Opel Corsa in European markets, it replaced the Chevette in Vauxhall's line-up and came with front-wheel-drive – a first for the company's small-car range. For the first six years of the Nova's life, it came solely with petrol power in the UK, but a single 66bhp Isuzu-sourced 1.5-litre turbodiesel Merit edition was launched in October 1989. A facelift for the entire line-up occurred in November 1990, featuring a more modern nose treatment, new headlights and a revised, more-modern interior. 1.5-litre 50bhp naturally aspirated diesels joined the range in October 1991, and in March 1992, the Nova range was re-organised to include diesel Merit+ and sportier SX turbodiesel derivatives. Today, there are just 53 examples of Nova diesels that have survived, with a further 151 registered as SORN at the DVLA and in an unknown condition.

53

DIESELS REMAINING



AUCTION WATCH

Not only do our used car experts give you invaluable advice on buying a used car privately or from a dealer, but we also check out the car auctions too, to get the low down on the kind of prices being paid on the auction floor. Armed with this information, it will give you an idea of the kind of money that dealers are paying for their used car stock, so you can push harder and get a better deal when negotiating the price of your next used car.

MANHEIM AUCTIONS, BRISTOL

MARCH 2015

YEAR/PLATE MODEL	CO ₂ G/KM	COLOUR	MILEAGE	PRICE £
2008/58 Alfa Romeo 159 1.9 JTDM 16V Lusso	157	Black	91,283	£3,600
2010/60 Alfa Romeo Giulietta 2.0 JTDM-2 Veloce (170)	124	Black	97,885	£5,200
2009/59 Alfa Romeo MiTo Veloce 1.3 JTDM	119	Black	74,105	£3,850
2011/11 Audi A1 S line 1.6 TDI 3-door	105	Black	22,512	£11,500
2010/60 Audi A3 Sportback Sport 2.0 TDI	123	Blue	40,155	£9,400
2007/07 Audi A4 S line 2.0 TDI (140)	164	Silver	90,163	£5,200
2008/08 Audi A5 Coupé 3.0 TDI quattro	191	Grey	59,190	£10,600
2009/59 Audi A6 Avant SE 2.0 TDI Automatic	155	Black	46,605	£10,200
2011/11 Audi Q5 S line 2.0 TDI (170) quattro	175	Silver	49,389	£18,400
2012/12 Audi TT Coupé Black Edition 2.0 TDI quattro	139	Black	38,797	£17,500
2010/10 BMW 118d SE 5-door	119	Black	20,891	£8,500
2010/60 BMW 318d Sport Plus Edition	119	Blue	30,243	£13,000
2012/12 BMW 530d M Sport Gran Turismo Automatic	173	Grey	25,626	£23,800
2012/12 BMW 640d M Sport Coupé Automatic	145	Black	11,668	£26,800
2011/11 BMW X3 xDrive30d M Sport Automatic	159	Black	15,687	£27,500
2010/10 Chevrolet Orlando VTZ 2.0 VCDi (163) Automatic	186	Silver	26,551	£6,700
2010/60 Chrysler 300C SRT 3.0 V6 CRD Automatic	203	Silver	57,274	£8,600
2012/61 Citroën C3 Picasso VTR+ 1.6 HDi	119	Blue	19,712	£6,700
2009/59 Citroën C5 VTR+ Nav 2.0 HDi 160	147	Grey	32,668	£5,700
2012/62 Citroën DS 3 DSPORT Plus 1.6 e-HDi 115 Airdream	101	Red	18,407	£8,900
2011/61 Citroën Grand C4 Picasso VTR+ 1.6 HDi	139	Red	27,319	£8,850
2008/08 Dodge Nitro 2.8 CRD SXT Automatic	250	Red	38,536	£7,150
2007/07 Fiat Bravo Dynamic 1.9 Multijet 150	149	Blue	56,731	£2,000
2009/59 Ford C-MAX Titanium 2.0 TDCi	154	Blue	48,474	£6,350
2009/09 Ford Fiesta Zetec-S 1.6 TDCi 3-door	110	Silver	60,775	£4,400
2012/12 Ford Focus Zetec S 1.6 TDCi 5-door	109	White	18,767	£10,800
2007/07 Ford Galaxy Ghia 2.0 TDCi (143)	172	Silver	64,944	£6,250
2009/59 Ford S-MAX Titanium 2.0 TDCi	164	Black	70,886	£7,350
2009/09 Honda Accord 2.2 i-DTEC EX	148	Black	98,144	£6,000
2009/59 Honda CR-V 2.2 i-CTDi EX	173	Black	69,175	£9,400
2008/57 Honda FR-V 2.2 i-CTDi EX	167	Grey	72,060	£5,450
2010/10 Hyundai i30 Premium 1.6 CRDi 5-door	119	Black	75,619	£4,250
2007/57 Hyundai Santa Fe 2.2 CRD CDX+ Automatic	220	Black	88,655	£6,300
2012/12 Jaguar XF 2.2 Diesel Premium Luxury (190) Automatic	149	Grey	17,559	£21,500
2007/07 Jaguar XJ 2.7 V6 Diesel Sovereign LWB Automatic	214	Black	58,302	£8,250
2011/61 Kia Sportage 2 1.7 CRDi	135	White	48,374	£11,850
2011/60 Land Rover Freelander SD4 HSE Automatic	185	Blue	20,083	£19,000
2007/07 Lexus IS 220d Sport	195	Silver	69,480	£4,950
2010/60 Mazda3 Sport 2.2 Diesel (185) 5-door	149	Silver	41,152	£7,000
2008/58 Mercedes-Benz C 220 CDI Sport Automatic	183	Grey	39,499	£10,500
2008/58 Mercedes-Benz S 320 CDI Automatic	220	Black	40,293	£13,300
2012/61 MINI Countryman Cooper D ALL4	129	Green	19,423	£10,500
2012/61 MINI Coupé Cooper SD	114	Black	31,518	£11,100
2011/61 MINI Hatch Cooper D Pimlico	99	Blue	12,187	10,300
2011/61 Mitsubishi Lancer Juro 2.0 DI-D 5-door	163	White	24,581	£7,450
2007/56 Mitsubishi Outlander Elegance 2.0 DI-D	183	Grey	37,848	£6,900
2008/58 Nissan Qashqai Tekna 1.5 dCi	139	Silver	81,987	£5,800
2011/61 Peugeot 207 Sportium 1.4 HDi 70 5-door	110	Silver	12,504	£6,200
2008/08 Peugeot 308 Sport 1.6 HDi 5-door	134	Black	91,185	£3,050
2006/06 Peugeot 407 SW Executive 2.0 HDi 136 Automatic	192	Grey	94,024	£1,750
2012/62 Peugeot RCZ GT 2.0 HDi 163	139	White	16,545	£14,550
2011/61 Range Rover Evoque Coupé 2.2 SD4 Pure	149	White	20,488	£22,800
2008/08 Range Rover Vogue 3.6 TDV8 Automatic	299	Black	68,476	£16,200
2009/09 Renault Grand Espace Dynamique 2.0 dCi 150	196	Grey	91,148	£3,950
2010/60 Renault Laguna Coupé TomTom Edition 2.0 dCi 150	157	Grey	45,892	£6,500
2012/12 Renault Megan Coupé Dynamique TomTom 1.5 dCi 110	106	White	17,022	£7,800
2008/58 Saab 9-3 Aero 1.9 TTiD 180	149	Blue	97,063	£4,600
2009/09 SEAT Altea Freetrack4 2.0 TDI	179	Yellow	28,389	£7,050
2007/57 SEAT Ibiza Cupra 1.9 TDI PD 160 3-door	149	Yellow	35,888	£4,450
2011/61 SEAT Leon FR+ 2.0 TDI CR	134	White	20,001	£10,700
2009/09 Skoda Fabia Estate GreenLine 1.4 TDI PD	109	Red	29,299	£4,400
2012/61 Skoda Octavia GreenLine II 1.6 TDI CR	99	Grey	34,504	£7,900
2010/60 Toyota RAV4 SR 2.2 D-CAT Automatic	189	Blue	56,550	£11,200
2010/60 Vauxhall Astra SRI 1.7 CDTi (110) ecoFLEX 5-door	119	Grey	53,096	£5,250
2012/62 Vauxhall Corsa Active 1.3 CDTi ecoFLEX 5-door	112	White	14,923	£6,100
2010/10 Vauxhall Insignia Elite Nav 2.0 CDTi (160) Automatic 5-door	177	Black	41,714	£7,850
2010/60 Vauxhall Zafira Exclusive 1.9 CDTi Automatic	186	Silver	24,295	£5,550
2008/58 Volkswagen Eos Individual 2.0 TDI CR	152	Black	47,826	£7,800
2009/09 Volkswagen Passat CC GT 2.0 TDI (170)	146	Silver	92,457	£6,950
2010/60 Volkswagen Passat Highline Plus 2.0 TDI CR Auto	158	Black	28,276	£8,300
2008/08 Volkswagen Touareg 3.0 V6 TDI Automatic	278	Silver	59,765	£9,350
2011/61 Volkswagen Touran SE 1.6 TDI	134	Red	13,107	£10,500
2012/12 Volvo C30 1.6 DRiVE ES	99	Black	22,997	£8,450
2009/09 Volvo V50 1.6 DRiVE S	118	Black	66,336	£4,700
2005/05 Volvo XC90 D5 SE Automatic	242	Grey	67,455	£6,750

MINI HATCH COOPER D

2010 TO 2014

FROM £5,400



TECHNICAL SPECIFICATIONS

Made in	Oxford, UK
Configuration	3-door hatchback, 4-seats, front-wheel-drive
Drivetrain	1598cc, 4-cylinder, 16-valve, turbocharged diesel with particulate filter
Transmission	6-speed manual
Power output	110bhp @ 4,000rpm
Maximum torque	199lb ft @ 1,750-2,250rpm
Top speed/0-62mph	122mph/9.7 secs
CO ₂ emissions (tax band)	99g/km (A)
Economy (urban/extra urban/combined)	67.3/80.7/74.3mpg
Fuel tank size/range	40 litres/654 miles
Insurance group	18 (Standard model) 19 (Special Editions)
Size (length/width with mirrors)	3,723/1,913mm
Boot space (minimum/maximum)	160/680 litres
Kerb/max towing weight	1,165/0kg
Euro NCAP safety rating	★★★★

The story of the new MINI begins way back in 1997 when BMW still owned Rover and the company drove a prototype new MINI onto a stage in front of journalists. While the styling was 99 per cent there, the mechanicals were still being refined and under the skin was a cut and shut Fiat Punto. At the Paris motor show in the millennium year, the production version of the new MINI was revealed, using codename R50, but it wouldn't be until 2003 that the first diesel version would be announced. That car was badged as the One D and shared a 74bhp 1.4-litre engine with the Toyota Yaris.

Fast forward to 2007, when the second generation R56 MINI was launched, and

though it looks similar to the first generation model, every panel has been changed compared to the old car. This time around it came with a meatier 1.6-litre diesel engine bought in from PSA Peugeot-Citroën. This endowed the MINI with perkier performance and it adopted the MINI Cooper D badge for the first time. A facelift three years later resulted in the French engine being ditched, in favour of a homegrown BMW unit, going by the name of N47. Not only was the engine cleaner and more economical, it was also more powerful, too. This is the engine that equipped the MINI Hatch right up until the third generation car was launched last year.

Personalisation is the key to the success

MODEL HISTORY

KEY DATES AT A GLANCE	
June 2010	Facelifted MINI Hatch is announced, with Cooper D now powered by 1.6-litre N47 diesel engine.
February 2011	Special edition MINI Pimlico goes on sale.
August 2011	MINI Soho special arrives in showrooms.
January 2012	New limited edition MINI Baker Street and MINI Bayswater models launched.
June 2012	Special London 2012 editions of the MINI launched to commemorate BMW's involvement in the London Olympics.

CARS WE FOUND

USED CAR SPECIALIST

Model	MINI Cooper D
Year/plate	2013/13
Colour	Metallic green
Mileage	23,000 miles
Price	£10,000
Contact	Rousdon Car Centre, Lyme Regis (01297 444544) www.rousdoncarcentre.co.uk

USED CAR SPECIALIST

Model	MINI Cooper D London 2012
Year/plate	2012/12
Colour	Metallic silver
Mileage	78,794 miles
Price	£8,990
Contact	Freedom Cars, Manchester (0161 969 2424) www.freedomcarsmanchester.co.uk

USED CAR SPECIALIST

Model	MINI Cooper D
Year/plate	2010/60
Colour	Red
Mileage	52,608 miles
Price	£6,991
Contact	Cardiff Trade Sales, Cardiff (0292 071 1132) www.cardifftradesales.co.uk



of the MINI and therefore choosing a Cooper D specification car was only just the start. Choosing either a Pepper or Chili option pack brought extra goodies, and in the case of the Cooper D with Pepper pack, it means air conditioning, front fog lights, carpet mats, a leather steering wheel and on board computer, as well as a few other features for around £1,000 extra. The Chili pack may have cost upwards of £2k, but also included larger 16-inch alloy wheels, half leather upholstery, sports seats, a rear roof spoiler, and a sportier leather steering wheel. The majority of Cooper D buyers will have chosen one of these packs when specifying their car, so watch out for the description in the sales advert, as either

of these are more highly prized by buyers. In addition, the original buyer would have had a long list of other optional extras to choose from, to further differentiate it from other MINIs on the road.

You'll notice that all of the special edition MINIs have names that are London landmarks, and the first special edition to be launched after the car was facelifted was the MINI Pimlico, in February 2011, which stands out thanks to its bright metallic Laser blue paintwork, 16-inch alloy wheels and gloss black interior appliques. Later that year, the MINI Soho was unveiled, identifiable due to its White Silver metallic paint, black alloy wheels, bi-xenon headlights and piano black interior.

In 2012, a trio of limited editions were announced, with January marking the launch of the Baker Street and Bayswater, with a commemorative London 2012 edition unveiled to celebrate BMW's involvement in the London Olympics. The Baker Street came in a choice of three colours – grey, black or white and was fitted with a chrome exterior and pepper pack, half leather upholstery and black alloy wheels. The upmarket Bayswater edition is not only the sportiest of the trio, but is also



RECALLS

There haven't been any recalls affecting the Cooper D editions of the MINI Hatch.

PARTS PRICES

Air Filter	£42.47
Battery	£159.09
Brake disc - front (each)	£76.50
Brake disc - rear (each)	£44.67
Brake pads - front (pair)	£78.21
Brake pads - rear (pair)	£63.92
EGR valve	£164.55
Fuel filter	£47.21
Headlight	£200.33
MAF sensor	£281.32
Oil filter	£21.10
Rear light cluster	£104.44
Windscreen wipers (pair)	£26.40

All prices quoted are for MINI approved parts and include VAT. Savings can be made by buying parts from other aftermarket suppliers, but using them will in most circumstances invalidate any remaining warranty that you may have.

the more expensive edition to buy, and comes finished in either metallic blue, grey or black and features leather upholstery, black 17-inch alloy wheels, unique mirror caps and a piano black interior. Lastly, the London 2012 edition, comes patriotically finished in either red, white or blue, and a white roof that features the Olympic Games motif. There's grey 17-inch alloy wheels, red, white and blue detailing to the leather upholstery and each car is individually numbered from the 2012 that were produced. Finally, the London skyline is etched across the full width of the piano black dashboard appliqué.

The R56 MINI Hatch continued until last year, when it was replaced by the third-generation F56 MINI that has so far spawned three- and five-door hatchback editions.



OWNING

When BMW launched the new MINI at the beginning of the millennium, it got so much right. The association with the upmarket German brand attracting buyers that maybe wouldn't have ventured into a Rover dealer to buy one. Its cute looks and funky image mean that it is bought by the young and old alike. The MINI TLC package that incorporates all of the servicing requirements into one advance payment was a masterstroke, and takes a lot of the uncertainty about future ownership costs. When buying your used MINI, it's important to research whether there is any remaining cover in force.

Even though the MINI has a footprint that isn't that much smaller than a supermini, make no mistake, there isn't much room for rear seat passengers, unless the occupants are children or small boned. Taller drivers will need to push the seat as far as it goes back, and that means that it will be almost touching

the rear bench seat. You sit down low in the MINI and as a result, headroom in the front is pretty good, as is shoulder room. Relatively deep windows mean that all round visibility is decent, too. The design of the dashboard is dominated by a large central speedometer that also doubles up as a satellite navigation screen if it is fitted, while your speed is repeated digitally on the rev counter pod that sprouts out above the steering column. An awkward key slot and toggle switches mounted low down on the dashboard have been created because they look good, rather than how efficiently they function, however, you've got to applaud MINI for doing something refreshingly different, and breaking away from the herd.

You'll often hear an overused cliché to describe the MINI's handling and that's the go-kart-like way it drives, but there simply isn't any better way of putting it. Because you sit low, and the fact that the car is relatively small, the generous torque of 199lb ft endows the

PRICES

	2010/10 60,000 MILES	2010/60 54,000 MILES	2011/11 48,000 MILES	2011/61 42,000 MILES	2012/12 36,000 MILES	2012/62 30,000 MILES	2013/13 24,000 MILES	2013/63 18,000 MILES	2014/14 12,000 MILES	
COOPER D	£5,400 £6,200 £6,800 £7,200	£5,600 £6,600 £7,200 £7,600	£6,200 £7,000 £7,600 £8,000	£6,400 £7,200 £7,800 £8,200	£7,200 £7,900 £8,400 £9,000	£7,400 £8,000 £8,700 £9,200	£8,300 £8,800 £9,400 £9,900	£8,500 £9,000 £9,600 £10,100	£9,400 £10,000 £10,500 £11,100	Trade-in Private sale Independent dealer Franchised dealer
COOPER D PIMLICO	-	-	£6,800 £7,600 £8,300 £8,700	£7,000 £7,800 £8,500 £8,900	£7,900 £8,600 £9,200 £9,800	-	-	-	-	Trade-in Private sale Independent dealer Franchised dealer
COOPER D SOHO	-	-	£7,700 £8,700 £9,400 £10,000	£7,900 £8,900 £9,600 £10,200	£8,900 £9,700 £10,400 £11,100	-	-	-	-	Trade-in Private sale Independent dealer Franchised dealer
COOPER D BAKER STREET	-	-	-	£8,000 £9,000 £9,700 £10,200	£9,000 £9,800 £10,500 £11,200	£9,200 £10,000 £10,800 £11,400	£10,200 £10,900 £11,700 £12,300	£10,500 £11,200 £11,900 £12,500	-	Trade-in Private sale Independent dealer Franchised dealer
COOPER D LONDON 2012	-	-	-	-	£9,300 £10,100 £10,900 £11,600	£9,500 £10,300 £11,200 £11,800	-	-	-	Trade-in Private sale Independent dealer Franchised dealer
COOPER D BAYSWATER	-	-	-	£8,500 £9,500 £10,300 £10,900	£9,500 £10,400 £11,100 £11,900	£9,800 £10,500 £11,400 £12,100	£10,800 £11,500 £12,400 £13,100	£11,100 £11,900 £12,600 £13,300	-	Trade-in Private sale Independent dealer Franchised dealer

All of the used car values assume that the car is in excellent condition for the year, with no damage either internally or externally and has been fully maintained using the manufacturer's original parts with receipts and stamps in the service book to prove this. If this isn't the case, you will need to reduce the values accordingly.

DIESEL CAR ROAD TESTS

The MINI has appeared in Diesel Car road test reports in the past, which will give you further depth as to how it stacks up. We do stock a limited number of back issues, so please call 01268 288515 to check on availability. Each back issue costs £6.00, delivered to any UK address. Please quote the issue number and date to ensure you receive the correct back issue that you require.

MINI Hatch Cooper D

Issue 280

January 2011

MINI Cooper D with really perky performance. The precise six-speed manual gearbox helps to make swift progress, and feels more lively than the on-paper figures suggest. Ride comfort is like a go-kart, too, with a sportily firm set-up, with the choice of alloy wheels making a real difference as to how the car feels over potholes and ruts. For most it is too firmly suspended, though it will no doubt appeal to youngsters who seem to adore settings that will mean a visit to the dentist after your fillings have been rattled out.

No matter which MINI Cooper D you choose, we would advise opting for one with either the pepper or chili pack fitted, and if you can afford it, one of the more exclusive special or limited editions. You'll notice that a second-hand MINI is more expensive to buy than a similar age Fiesta or Corsa, and there's a good reason for that, because the British-built car has class leading residual values, which means that it holds onto more of the original purchase price for longer. Nothing else in the segment can touch it.

RUNNING COSTS

No matter which MINI Cooper D you choose, be it a standard model, a car with a few optional extras, or a limited edition model, you'll pay

nothing for vehicle excise duty on account of its CO₂ emissions of 99g/km. That translates into 74.3mpg, though in common with most new cars, you'll not achieve anywhere near that, especially if you take full advantage of the brisk performance and sprightly handling. Even so, you're likely to hit 60mpg and more if you are careful with the throttle and employ some of the fuel efficiency hints and tips from our other pages. Insurance costs are in line with the MINI's main rivals, like the Audi A1 and Citroën DS 3, though a little bit more than a warm Ford Fiesta or Vauxhall Corsa. Predictably, the special edition versions cost more to insure, up by one group, though that's unlikely to translate into much of a difference when you get sight of the annual premium.

The majority of MINI owners opted for an all-inclusive servicing package, called TLC, when buying the car brand new, so it's important to check out whether the car you are interested in still has any cover in force. The original owner could pay for all routine maintenance up front for the first five years or 50,000 miles for a modest fee, which is a bargain compared to the normal cost of getting a car serviced. It's fully transferrable between owners and can even be upgraded to eight years or 80,000 miles for a further £275


at today's prices. Consumables, like tyres and brake items, will still need to be paid for, but all of the parts needed to complete the service, like oil and filters are included in the all-inclusive servicing package.

DOCTOR DIESEL SAYS

The engine we're reviewing here is also used in the BMW 116d EfficientDynamics, and replaced the earlier PSA Peugeot-Citroën design. To be sure that you're buying a BMW engined car, check the layout under the bonnet, where you'll find the alternator clearly visible on the left, at the front, and the turbocharger hidden away close to the bulkhead, rather than clearly at the front of the engine, as on earlier models. This later BMW engine is generally rated as far superior than the previous unit, and employs chain camshaft drive, rather than the toothed rubber belt on the earlier engine. It's not totally without problems though, and chain and/or tensioner wear might be evident as an engine rattle on high mileage cars, or those where regular oil services have been neglected. So check the service history, as chain replacement is costly.

Check out the paintwork carefully all round, particularly in vulnerable areas, and check the windscreen for cracks and chips. Be aware that replacement windscreens not supplied and fitted at MINI dealers can invalidate corrosion warranties, whilst some other screen replacement operators can fail to seal replacement screens properly. Check to see whether run-flat tyres are fitted, as they often are on some wheel options, and be aware of higher replacement costs - 45-profile, 17-inch run-flats ride hard and can cost twice as much as normal 15-inch replacements. Finally, check the seat upholstery, particularly if leather, as only a 12-month warranty applies, and premature wear is sometimes evident.

Check the audio system loudspeakers out and ensure that you can hear the high notes, as tweeter units can become faulty. Check out the air conditioning system properly, both in heating and cooling mode, as condenser units have been known to fail. Also check the function of all electric window switches. Miscellaneous rattles in MINI cabins are not unknown, particularly on poor roads, and may be aggravated by hard-riding tyres.

Reports on MINI dealers seem to vary considerably in quality of service, so don't be afraid to go elsewhere if you get the cold shoulder in the showroom. But, with a car as recent as this, you would be best buying a car from a friendly MINI dealer, and with a full MINI warranty. 

TUNING

Here we highlight the kind of results that can be achieved when tuning the 1.6-litre engine in the MINI Hatch, across a range of well respected companies within the tuning industry. But power and torque increases aren't the whole story, and therefore you should discuss your individual desires and requirements direct with the company, be it extra performance, improved fuel economy or extra oomph for

towing. Be aware that any increase in power may mean that you put extra pressure on the gearbox and clutch, not to mention the braking system, so you should look at uprating these areas too. Most importantly, any kind of engine tuning is a modification, so to stay within the law and to avoid the risk of not being fully insured, you must advise your insurance company accordingly.

COMPANY	WEB ADDRESS	CONTACT NUMBER	PRODUCT NAME	POTENTIAL	COST
BLUE SPARK AUTOMOTIVE	www.bluesparkautomotive.com	01388 606233	Pro with Boost control	146bhp 255lb ft	£279.99
			Pro	140bhp 245lb ft	£199.99
			CR Tech 2	127bhp 229lb ft	£149.99
CELTIC TUNING	www.celtictuning.co.uk	01726 892873	Stage 1	140bhp 245lb ft	£360
EVOLUTION CHIPS	www.evolutionchips.co.uk	01253 508400	-	138bhp 243lb ft	£499
TUNIT	www.tunit.co.uk	0845 838 1405	V-CR	130bhp 229lb ft	£450
			V-CR Advantage II	134bhp 236lb ft	£510
VARRA TUNING	www.varratuning.co.uk	0800 612 0445	Single channel	131bhp 226lb ft	£299

USEFUL CONTACTS

MINI UK:	Facebook: www.facebook.com/MINI.uk Telephone: 0800 0836 464 Twitter: @miniuk
Website	www.mini.co.uk
MINI 2 Forum	www.mini2.com

NEXT ISSUE

ON SALE 14TH MAY 2015

CAR of the YEAR AWARDS 2015

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**FIRST
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The Blue Oval's sporty seven-seater driven

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TWIN TEST Land Rover's brand new
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GENEVA MOTOR SHOW 2015

With every car maker striving to reduce its carbon footprint, delivering lower emissions is an important factor when buyers weigh up which cars to buy. And so at the Geneva motor show, there was a lot of activity at the alternative fuel and sub-100g/km petrol end of the market. And while some can be described as pie-in-the-sky show cars, there were a few cars billed as concept cars that we're likely to see reaching production in the future. For instance, Audi's Prologue Avant concept car points to a future flagship A8 estate car, while the Sport Coupé Concept GTE from Volkswagen, may have styling cues that point to the next generation CC. Aston Martin revealed its DBX electric crossover, which is designed to appeal to a new set of buyers that

don't traditionally buy the brand's cars, and Mitsubishi's Concept XR-PHEV II is said to be a glimpse into the future at the next generation ASX.

Alongside, there were production ready eco-focussed models that are set to grace showrooms quite soon, with the Vauxhall Viva taking centre stage at Geneva. Called the Opel Karl in Europe, its 1.0-litre three-cylinder engine will emit CO₂ emissions of 99g/km when it arrives in the UK this summer. Kia's updated Picanto will be fighting the same segment as the Viva, and features revisions to the front and rear bumpers, new Euro-6 engines, together with enhancements to the cabin. Across the hall, Peugeot took the wraps off the latest versions of its 108 city car, with it too meeting the



The Aston Martin DBX is a radical departure for the British firm, with both four-wheel-drive and all-electric power. Many have described it as the first family friendly crossover Aston.



Audi designers envisage what an A8 Avant could look like with the unveiling of this Prologue Avant concept car. It delivers hints about how the company's new styling direction will evolve, too.

upcoming Euro-6 regulations, together with a new Roland Garros edition designed to celebrate Peugeot's association with French tennis. Honda's Jazz was shown off in European production guise for the first time, and fitted with a new 1.3-litre i-VTEC engine, though CO₂ emissions have yet to be revealed. Optimised electronics and a new electric motor are found under the bonnet of the Renault Zoe, and though there are no styling changes, the improvements mean that the Zoe can now travel up to 149 miles between charges, up from 130 in the current model. One of the biggest selling hybrids in the UK has gained considerable enhancements to both the exterior and cabin. The new Auris hatchback and Touring Sports adopts a fresh look, with a newly designed dashboard and smarter looking lights and bumpers. It goes on sale this summer and is set to retain the crown of being the most popular non plug-in hybrid car in the UK.



Making its debut alongside the regular Audi Q7 was this e-tron edition which goes on sale later this year. Combining an electric motor with a 3.0-litre V6 diesel engine delivers 368bhp, CO₂ emissions of just 50g/km, and a combined economy figure of 166mpg.



Even though it was the first outing for Audi's R8 at the Geneva motor show, the company took the covers off a supergreen e-tron edition, too. The twin electric motors deliver zero-emissions and a mighty 456bhp and 679lb ft of torque. Audi says that it can cover up to 276 miles between charges and customers will be able to put a deposit down for one later this year. The price has yet to be announced.



Honda unveiled the production version of its new Jazz supermini at the Swiss show, revealing that it will be powered by a 1.3-litre i-VTEC engine. Larger than before, the new Jazz goes on sale in UK showrooms this summer, with a hybrid edition to follow later.



This Honda FCV fuel-cell-vehicle made its European debut at Geneva, with company officials announcing that a production version of the car will go on sale next year.



It has been an awfully long time coming, but finally the Honda NSX supercar is here. Order banks open towards the end of the year for this petrol-hybrid sports car predicted to develop 550bhp.



Alongside conventionally powered derivatives of the new Tucson, Hyundai revealed this 48V Plug-In Hybrid edition.



To coincide with the Kia Picanto's third birthday, engineers have treated it to a refreshed nose and tail, new Euro-6 engines and brighter interior colour options. It goes on sale here this month.



Although it is billed as a concept car, the Mitsubishi Concept XR-PHEV II is said to give a strong indication as to the styling direction of the next generation ASX. Let's hope that Mitsubishi doesn't play it safe and chicken out, as this car looks sensational.



This quirky 3.4-metres long LF-SA concept car from Lexus explores what a fun compact crossover could look like. Sadly, there are no current plans for production.



The van-based Nissan e-NV200 all-electric MPV is now on offer with seven seats, and will be available to order in the UK shortly.



To coincide with the summer tennis season, this new limited edition Peugeot 108 Roland Garros will go on sale here.



The Renault Zoe will soon be capable of travelling 149 miles between charges, up from 130. It arrives here later this year.



This range-extending concept of the SsangYong Tivoli pairs a 127bhp electric motor with a single-cylinder petrol engine.



The Toyota Auris Hybrid is the best selling non-plug-in hybrid car in the UK so far this year, and its popularity is set to grow further with the introduction of a facelifted version later this year. CO₂ emissions remain the same at a super low 84g/km.



The slightly odd-looking Mirai is Toyota's entry into the hydrogen fuel-cell market and has sold like hotcakes in Japan, since going on sale earlier this year. Order banks open in this country in the second half of the year.



The Volkswagen Passat GTE adopts the same drivetrain as the Golf with the same name, arriving here in October.



It may well have a familiar name, but that is where the links to the past stop. The five-door city car shares its underpinnings with the Opel Karl, and will be offered with a 99g/km 1.0-litre three-cylinder engine later this year. It is expected to cost from around £7,000.



Although Volkswagen executives on the stand wouldn't admit it, this sexy Sport Coupé Concept GTE must point to a distinctive replacement for the CC four-door coupé. This concept car combines practical five-door fastback styling with underpinnings that are clearly derived from the Passat large car. There's no word on when a replacement for the CC might arrive, but our money is on 2016.


X5 PHEV REVEALED



As the charging infrastructure improves, the viability, and indeed popularity, of plug-in hybrid vehicles improves. And although BMW has offered plug-in variants of its i3 and i8 ranges, the new X5 xDrive40e model is the first time that we've seen chargeable editions of its regular line-up.


Built alongside regular X5 variants at the company's Spartanburg production facility, located within the US state of Carolina, this new four-wheel-drive xDrive40e edition features a 242bhp 2.0-litre twin turbocharged petrol engine up front, paired to an 111bhp electric motor. The system develops a healthy 309bhp and 332lb ft of torque, allowing it to accelerate to 62mph in 6.8 seconds and onto an electronically limited top speed of 130mph. Set to electric-mode, the X5 can travel at speeds of up to 75mph, and for up to 37 miles in urban traffic with the battery pack fully charged, without the need for the petrol engine to cut in. CO₂ emissions are rated at 77g/km, while the official combined fuel consumption figure is quoted as 85.6mpg. A full charge using a domestic power socket takes 3 hours 50 minutes, while a 3.6kW charging station will take just over an hour less. Owners can monitor the status of the charging using a handy smartphone-based app.

As with most battery vehicles, there's a slight reduction in the carrying capacity, with this edition featuring a 500 litre boot, a reduction of 80 litres compared to the regular X5. Fold the rear chairs down, and there's 1,720 litres of space on offer, smaller by 150 litres. And so that buyers don't have the charging cable rolling around in the boot, getting damaged, there's a handy purpose-built storage compartment under the floor. Other changes compared to the regular model include a charging socket on the left hand front wing, and the deletion of the seven-seat option on these new plug-in hybrid versions.

The X5 xDrive40e goes on sale in the autumn, with prices set to be announced closer to its launch date. It is expected to be offered in a choice of SE and M Sport trim levels, in common with the rest of the sports utility vehicle line-up. 



TOYOTA EXPANDS HYBRID LINE-UP

Toyota has unveiled a new hybrid version of its RAV4 SUV at the New York motor show, and isn't just reserving it for the US market, it's heading to Europe early next year. It's powered by a 2.5-litre four-cylinder petrol engine, mated to four-wheel-drive and a pair of electric motors – one for each axle. With a towing capacity of 1,650kg, it should prove to be an interesting alternative to diesel power for caravanners. So far no other technical figures have been revealed for the newcomer, but it will coincide with a freshening up of the petrol and diesel editions, with improved interior quality, revisions to the styling, and a host of new technology features including a panoramic view monitor, pre-collision system, adaptive cruise control, road sign recognition and a lane departure warning system. Conventionally powered RAV4s arrive in December, with the Hybrid version on sale early in 2016. It's too early to predict prices, which will be revealed later on this year. 



MOTORING MORSELS

Car rental firm **AVIS** has added 100 **TOYOTA** Yaris Hybrids to its London fleet, initially at Heathrow and Stansted airports, and all of them are congestion charge exempt.

The first example of the £94,845 **BMW** i8 to be sent to auction failed to sell, despite securing a six-figure bid. The owner decided to keep it when it didn't quite reach the price he was after.

Vehicle hire firm **EUROPCAR** has committed that five per cent of its car fleet will be powered by electricity by 2020, with the Nissan Leaf now available to rent in London.

FORD is celebrating the five-millionth EcoBoost engine to roll off the production lines, with a 1.0-litre three-cylinder unit destined for a Ford Focus in the USA.

A £6.6 million investment in the hydrogen infrastructure has been announced by **HM GOVERNMENT**, including 12 new refuelling stations, with two set for Greater London.

HM GOVERNMENT has announced that £32 million will be spent on the electric car charging infrastructure between now and 2020, with a wave of new charging points to be installed.

MITSUBISHI has teamed up with **CHARGE MASTER** as its official partner for providing charging stations to buyers of the company's Outlander plug-in hybrid vehicle.

Five years on from when it first went on sale, just three **NISSAN** Leafs have suffered a battery failure, equivalent to less than 0.01 per cent of the 35,000 examples sold so far.

PREMIER CABS, a taxi firm in Blackpool, has ordered 12 **NISSAN** Leafs to replace its existing cabs, and expects to replace more of its 170-strong fleet over time.

Production of the **PSA PEUGEOT-CITROËN** PureTech three-cylinder petrol engines has been increased at the Trémery plant in North-Eastern France to meet rising demand.

The **RENAULT** Zoe has beaten all of its competition to take the top four places in the ZENN (zero-emissions, zero-noise) Monte-Carlo rally, now in its sixth year.

An issue affecting the brake pedal release mechanism on the **SUZUKI** Celerio has been sorted. It took the firm just three weeks for the problem to be identified, solved and a fix implemented.

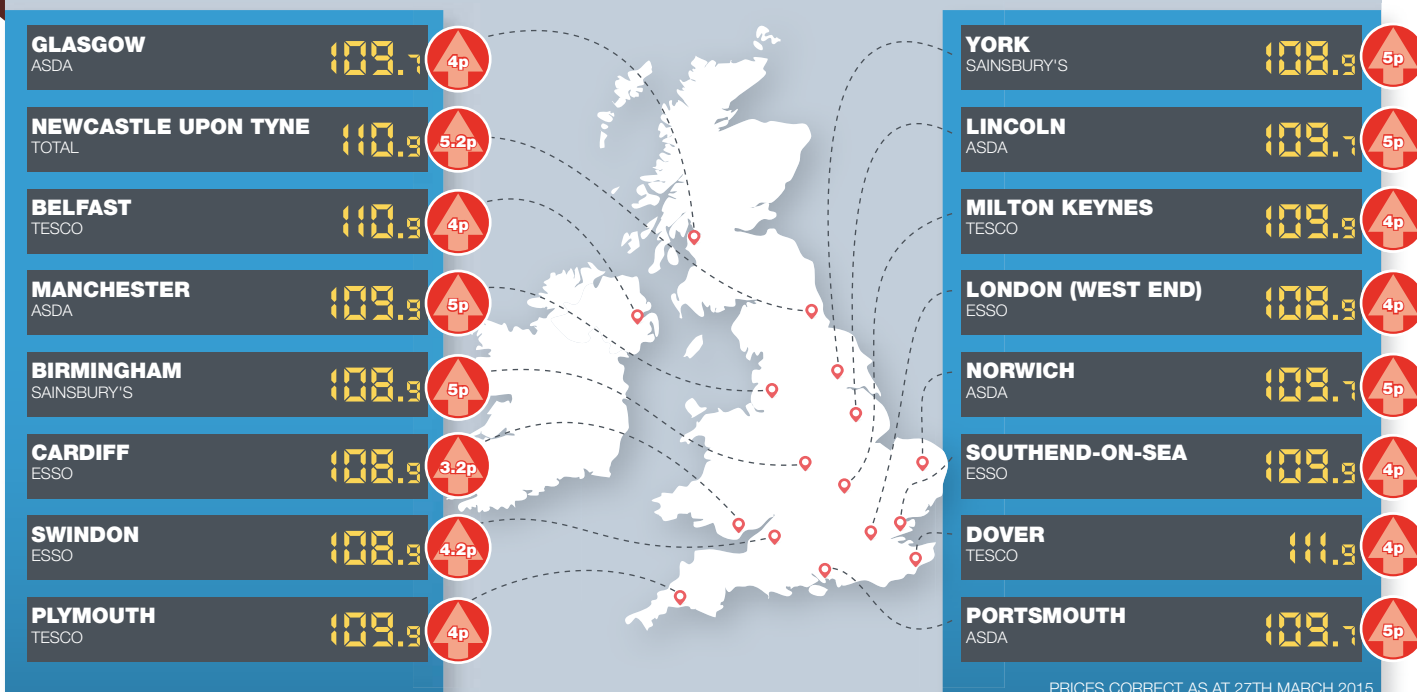
You can read more about some of these stories at WWW.ECOCARMAGAZINE.CO.UK

Like us on Facebook at www.facebook.com/DieselCar to get the latest news and follow us on Twitter @DieselCarOnline

FUEL PRICES



With the cost of petrol making up a significant part of a car's running costs, Eco Car researchers have been checking out the cheapest prices at sixteen key locations, and monitoring whether the costs have risen or decreased. Our advice is to shop around by all means, but don't drive too far, as you can quite easily wipe out the cost saving by clocking up extra miles. **E**



PRICES CORRECT AS AT 27TH MARCH 2015



Suzuki Swift 1.2 SZ4 Dualjet

When Suzuki axed the Swift diesel last year, due to slow sales, it meant that the company had nothing in its line-up for buyers that were seeking to take advantage of the vehicle excise duty tax haven that is present for cars emitting less than 100g/km of CO₂. Several months on, Suzuki has plugged that gap, thanks to the launch of its 1.2-litre Dualjet engine and it's a real cracker. It may develop 5bhp less than the regular 1.2-litre petrol engine, but there's also 2lb ft more torque and lower CO₂ emissions by 17g/km, which translates into 9.2 more miles per gallon on the fuel economy front. All useful improvements, and the cost of this enhanced technology is £500, bringing the price tag to a £12,699. That's an absolute bargain considering that this SZ4 trimmed car includes satellite navigation, DAB digital radio, climate control, rear privacy glass, keyless entry and cruise control.

But how does this new technology work? Each of the four cylinders now has a pair of fuel injectors instead of just one, with them moved closer to the engine inlet valves for better efficiency. There's also a new kind of inlet port and combustion chamber, and many components have been modified to reduce frictional losses, while a new style exhaust gas recirculation system has been utilised to help

Price	£12,699
Made in	Esztergom, Hungary
Configuration	5-door hatchback, 5-seats, front-wheel-drive
Drivetrain	1242cc, 4-cylinder, 16-valve, petrol with stop-start
Transmission	5-speed manual
Power output	89bhp @ 6,000rpm
Maximum torque	89lb ft @ 4,400rpm
Top speed/0-62mph	103mph/12.5 secs
CO₂ emissions (tax band)	99g/km (A) Euro 5
Economy (urban/extra urban/combined)	57.6/72.4/65.7mpg

Fuel tank size/range	42 litres/607 miles
Insurance group/BIK rate	11/12%
Size (length/width without mirrors)	3,850/1,695mm
Boot space (minimum/maximum)	211/528 litres
Kerb/max towing weight	1,030/1,000kg
Euro NCAP safety rating	★★★★★
EcoCar rating	★★★★★

combustion. So how does this translate out on the road? Despite less power, the Swift has perky performance away from the lights, and eager mid-range power the higher you go up the rev range – all aided by a silky five-speed manual gearbox. The on-paper figures suggest relatively pedestrian performance, but it doesn't feel this way out on the road. The engine is quiet and smooth, and only a light flutter of wind noise at motorway speeds spoils things a little. It's good fun to drive, too, with great control through the bends and exceptional grip. While the steering is super light around town, aiding manoeuvrability, it could do with more feel and greater weight as the speed increases. The suspension is set on the firm side, though comfort levels do increase the faster you go.

The dashboard is neatly arranged, and all of the major controls mounted usefully high up. The plastics are all hard, though, and feel cheaper than many rivals, but the overall impression is a commendable feeling of solidity. There's lots of places for oddments thanks to a large bin ahead of the gear lever and a lidded compartment on the top of the dashboard, as well as a usefully sized glovebox, large door pockets and a shallow shelf ahead of the passenger. The Swift feels



What's Hot Fun to drive, and a dream to pilot around town. Smooth gearbox. Exceptional grip. An absolute bargain with great equipment levels. Spacious inside for a small car. Good all-round visibility.

What's Not Plastics feel cheap in places, and satellite navigation unit looks like an aftermarket unit. Small boot. The steering needs more feel and weight at speed.

Also consider Ford Fiesta Style 1.0, Renault Clio Expression+ 0.9 TCe ECO

quite airy thanks to deep windows that also has the benefit of aiding all-round visibility. Compared to most rivals, the Swift is endowed with a decent amount of space, especially considering that it's at the smaller end of the supermini scale, sizewise. Even if the driver is quite tall, with the seat back as far as it will go, rear passengers will still have a reasonable amount of leg and head room. The luggage capacity is poor compared to similarly sized rivals, though, with just 211 litres on offer. It is, however, well-shaped, and underneath the boot floor, there's a space saver spare wheel provided, giving extra peace of mind. **E**



ETHANOL FUEL CELLS

Resident expert Phil Thane takes a look at the research going in to fuel cell technology and why widespread production is still some years away.

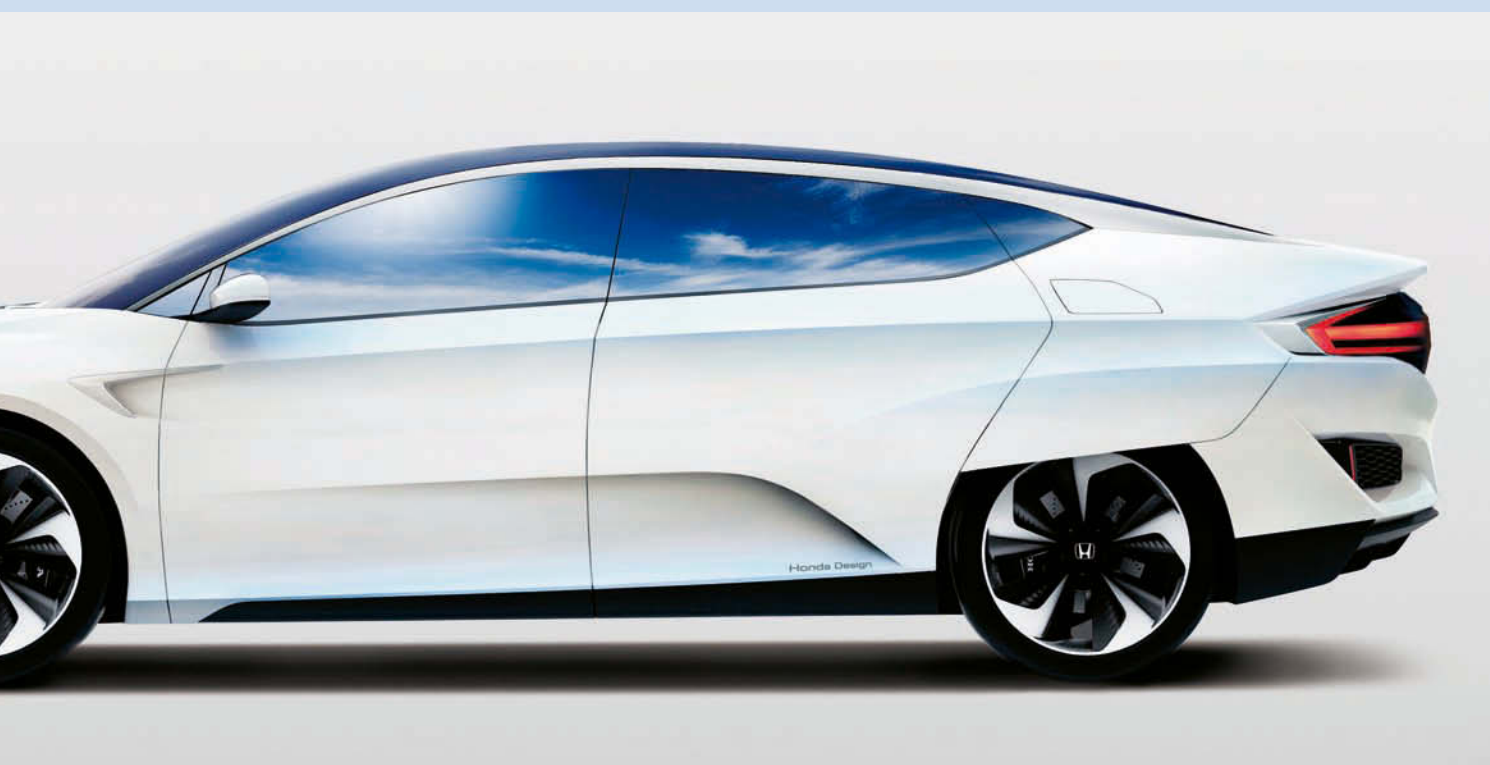


During December 2014, two major motor manufacturers announced new models powered by fuel cells running on hydrogen, the Honda FCV and the Hyundai ix35. The obvious snag, apart from the price, is that the UK has just 15 hydrogen fuelling points. In October last year, the Government announced plans to provide up to £11million support to facilitate the roll-out of hydrogen fuelled vehicles and associated infrastructure across the UK, and this includes the creation of 15 more fuelling points. But is hydrogen really a sensible choice?

HYDROGEN, THE PLUS POINTS

Burn hydrogen in air and it combines with oxygen to produce water and a lot of heat. React hydrogen and oxygen in a fuel cell and you get rather less heat, and the 'missing' energy appears as electric current which can be used to drive an electric motor. The combination of hydrogen fuel cell and electric motor, as used by Honda and Hyundai, is significantly more efficient than an internal combustion engine and the exhaust gas is pure water. Fuel cells combine well with kinetic energy recovery systems, that can store braking energy in batteries for a short burst of extra power when needed.





THE HYDROGEN ECONOMY IS ON TRACK THEN?

Not yet. The petroleum industry has developed over a hundred years or so, to produce and refine crude oil, and distribute petrol and diesel. They have thousands of storage tanks, hundreds of thousands of miles of pipelines, refineries, ships and road and rail tankers, as well as hundreds of thousands of

forecourts worldwide, with tanks, pumps and safety systems. Road vehicles have been designed to use these fuels; engines, tanks, pipes, pumps and engine management systems all optimised for well known fuels. Now imagine replicating that infrastructure worldwide for hydrogen – it's not going to happen quickly.

The other elephantine issue in the debate is where does



The combination of hydrogen fuel cell and electric motor is significantly more efficient than an internal combustion engine and the exhaust gas is pure water.

The petroleum industry has developed over a hundred years or so, to produce and refine crude oil, and distribute petrol and diesel.



hydrogen come from? Hydrogen is the most abundant element in the universe, but it is so light and so reactive that any naturally occurring hydrogen on earth simply drifts away into space, or reacts with something else. Most hydrogen is either in the form of water or in one of hundreds of hydrocarbon compounds. Hydrogen is widely used in industry and most is made by steam reforming natural gas. So although a hydrogen powered car emits only water vapour, somewhere a lot of fuel is being burnt to raise steam to react with a lot of gas.

There are other ways to make hydrogen, electrolysis of water for one. But it's expensive using conventional electricity (from coal), doing it with 'green' electricity on a large scale is never likely to be feasible.

Splitting water into hydrogen and oxygen without electricity might turn out to be the answer. Researchers at Purdue University, Indiana, demonstrated in 2007 that an alloy of aluminium and gallium in water does the trick, the aluminium is oxidised to alumina releasing hydrogen. The gallium catalyst can be re-used and the alumina regenerated into aluminium – using quite a lot of electricity.

In April 2013, a team of Virginia Tech researchers, led by Dr. Y.H. Percival Zhang, announced that they had created a novel biocatalyst that can produce hydrogen from xylose – the second-most abundant sugar in plants. Neither process is likely to be developed on a commercial scale for many years, though.

HOW DO FUEL CELLS WORK?

At its simplest, a fuel cell consists of two chambers separated by a membrane which acts as an electrolyte, with an electrode in each chamber. Hydrogen enters one chamber, and oxygen, or more usually air, enters the other. On the hydrogen side, a catalytic reaction on the surface of the anode splits hydrogen atoms into positively charged ions and negatively charged electrons.

The electrons are conducted out via the anode as useful electric current. The membrane is impervious to gas molecules, but permeable to hydrogen ions, which pass through to the other chamber. The electrons flow into the cell on the oxygen side via the cathode, where another catalytic reaction re-unites them with the ions and the resulting hydrogen reacts with the oxygen to make water (and heat).

In practice, the electrodes are either porous or etched with fine channels to create the widest possible contact area in the smallest space. Platinum is usually used as a catalyst, deposited as a thin layer on the electrode surface. Direct Ethanol Fuel Cells (DEFC) are much the same, but with detail changes. The anode side has to be engineered to accept a liquid rather than a gas, it is still the hydrogen ions and electrons that provide the power, but the carbon and oxygen in the fuel have to be dealt with. Earlier indirect fuel cells had a separate reactor, where ethanol was converted to hydrogen and CO₂, but in the direct cell it all happens at the anode. First the catalyst needs to be able to split ethanol, and there is plenty of research into that still to be done.

Separated from hydrogen, the carbon and oxygen would naturally combine to form carbon monoxide, because there is insufficient oxygen to form dioxide. CO is highly toxic, but it also poisons the catalyst and stops it working. The best solution so far is to add water to the



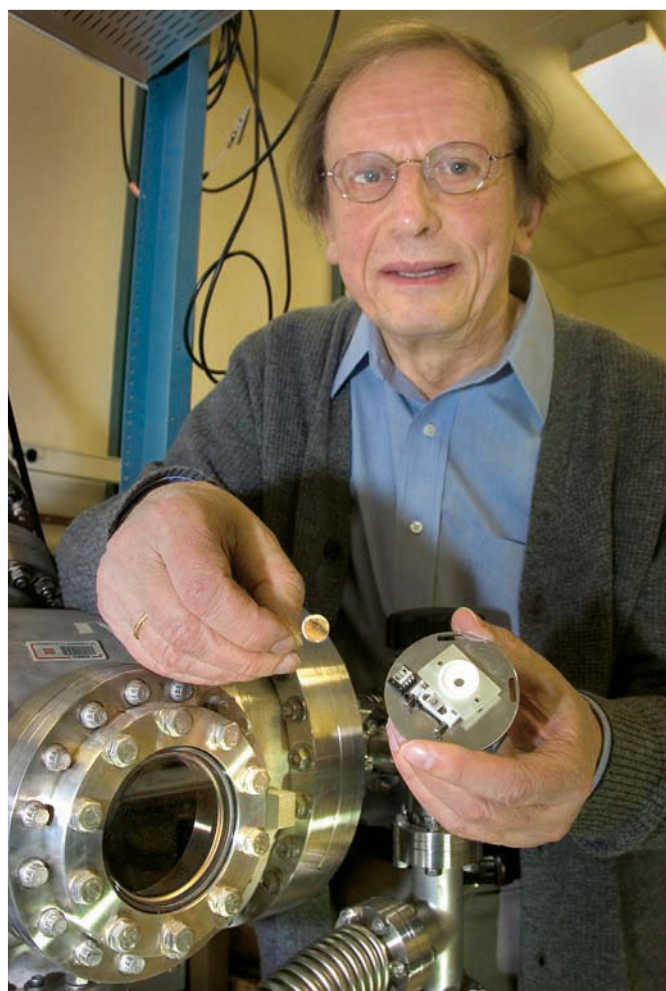
SO WHY ETHANOL?

Ethanol and methanol are types of alcohol, ethanol ($\text{CH}_3\text{CH}_2\text{OH}$) is present in alcoholic drinks and methanol (CH_3OH) is used in hardware store 'meths' to render ethanol undrinkable. Both contain a lot of hydrogen, with a little carbon and oxygen, and can be used in fuel cells. Both are liquid, which makes them a lot easier to store, transport and pump into a vehicle than hydrogen. In 2009, Toshiba announced small scale methanol fuel cells to recharge phones and other gadgets 'off-grid', but they never caught on.

Ethanol is currently the favourite with researchers because it is more energy-dense than methanol and much less toxic. Ethanol is already made in quantity as a biofuel additive to conventional petrol, so the oil industry and distribution network would find it relatively easy to deal with compared with hydrogen. Biofuel ethanol is generally produced from sugar or grain, synthetic ethanol is produced from petrochemicals. Brazil, with an awful lot of sugar cane, is the only country in the world that produces enough bio-ethanol to power a significant proportion of its transport. However, even if fuel cell cars ran on petroleum-derived ethanol, the increased efficiency compared with internal combustion engines would help reduce greenhouse gas emissions.

AN ETHANOL ECONOMY?

Maybe, one day. Bio-ethanol faces the same problem as biodiesel, either the industry takes agricultural land from food production, driving up food prices and creating shortages in poorer countries, or it adds to greenhouse gas problems by cutting down forest and draining swamps to press more land into production. There is a lot of research into alternative means of production; micro-organisms that can ferment waste materials for example. As ever there are no quick easy answers in the alternative fuels business.



ethanol, which is split into hydrogen and oxygen. The oxygen ensures that CO_2 is produced as waste gas, and the hydrogen behaves just like the hydrogen from the ethanol. In a practical system, waste water from the cathode would be condensed and returned to the anode side. Splitting water and moving extra hydrogen ions through the membrane reduces the efficiency of the cell, an issue known as water drag.

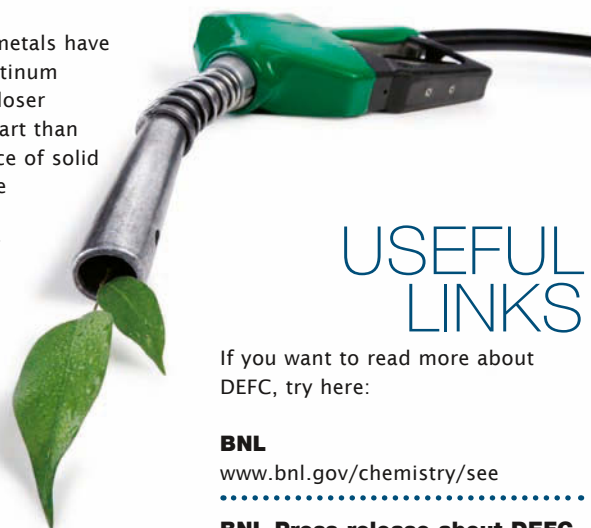
Radoslav Adzic, Senior Chemist at the Department of Chemistry, Brookhaven National Laboratory in Upton, New York state, is one of the world's leading experts on catalysts for fuel cells, and author of several papers on the subject. Many catalysts have been tried by different and varied research groups, but Adzic's group have concentrated on improving the performance of platinum by manipulating it at an atomic level.

Solid slabs of platinum are expensive, and only the outer surface can take part in the reaction, so they are focussed on making 'mono-layers' on other materials, ie a layer that is just one atom thick. They

realised that because different metals have atoms of different sizes, the platinum atoms can be either squashed closer together or stretched further apart than they normally would be in a piece of solid platinum, depending on the type of metal they are deposited on. This straining of the mono-layer increases the performance of the catalyst giving more current per cm^2 of surface.

So far the best catalysts are made of three materials – a base of tin, coated in gold, then platinum. The tin provides the support, and is relatively cheap. The platinum is the active catalytic layer, and the gold puts the platinum under strain. Fortunately, the layers are so thin that Adzic estimates that a stack of cells big enough to provide 100kW – plenty for a decent car – would use about as much precious metal as a current generation catalytic converter.

Phil Thane



USEFUL LINKS

If you want to read more about DEFC, try here:

BNL

www.bnl.gov/chemistry/see

BNL Press release about DEFC

www.bnl.gov/newsroom/news.php?a=1898

Paper by Cai & Adzic about fuel cell catalysts

www.hindawi.com/journals/apc/2011/530397

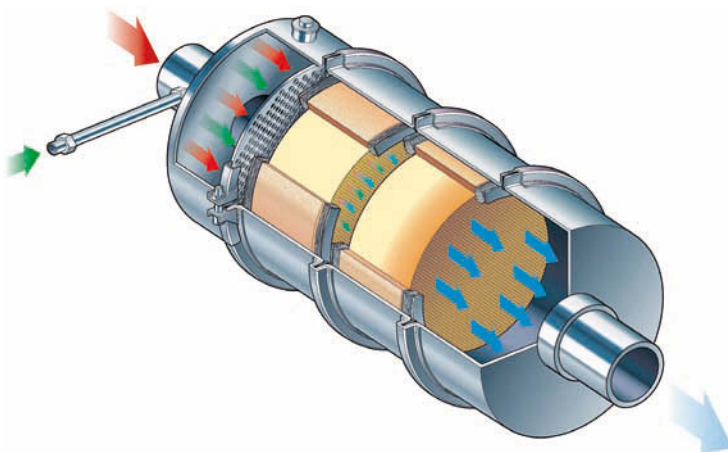
INCREASED CHARGES

PART 5: DIESELS – CLEAN OR WHAT?

In the last four issues we've been covering the moves made by battery and hybrid car manufacturers to lessen the impact of fossil fuels on the environment. But for the last few decades, car manufacturers have been working ever harder to lower the fuel consumption of their petrol and diesel cars, too, thus reducing the consequences of fossil fuel use and saving money for users.

Diesel engines used to comprise a small fraction of the total UK car park, but by 2005 they were up to 37 per cent. The rise since then has been spectacular, and last year diesel power took more than half the UK's total car sales. The main reason for that of course is the superior consumption figures, and over the years the difference between petrol and diesel cars in this respect has if anything grown. A 1.0-litre petrol Fiesta 25 years ago boasted average economy of 43.5mpg; today the figure is 65.7. A diesel Fiesta's consumption from its 1.8-litre engine in that same year of 1990 was officially 50.4mpg; today the 1.6-litre diesel claims a whopping 85.6, and it's an altogether faster, smoother and more capable car than the old unit. So in percentage terms, the improved consumption has been noticeably more impressive in the diesel arena.

In this issue we're looking at what's happened to diesel engines to make them cleaner. It would be good if there were a simple answer to "which is cleaner – petrol or diesel?"... but there isn't.



Compared to petrol, diesel engined vehicles have significantly lower CO₂ emissions because of their higher efficiency. They also emit lower levels of Carbon Monoxide and Hydrocarbons than equivalent petrols. However, they do emit more Nitrogen Oxides, and asking which pollutant we'd rather have isn't the most sensible way to deal with the problem; better to reduce all of them. Nitrogen Oxides are gases with a generic name of NO_x that include nitrous oxide (laughing gas), and none of them can be considered friendly. Nitrous Oxide is actually a significant greenhouse gas, far more potent in its effect than CO₂. Attention is centred, however, on Nitrogen Dioxide (which plays a large part in the formation of acid rain), as this one is





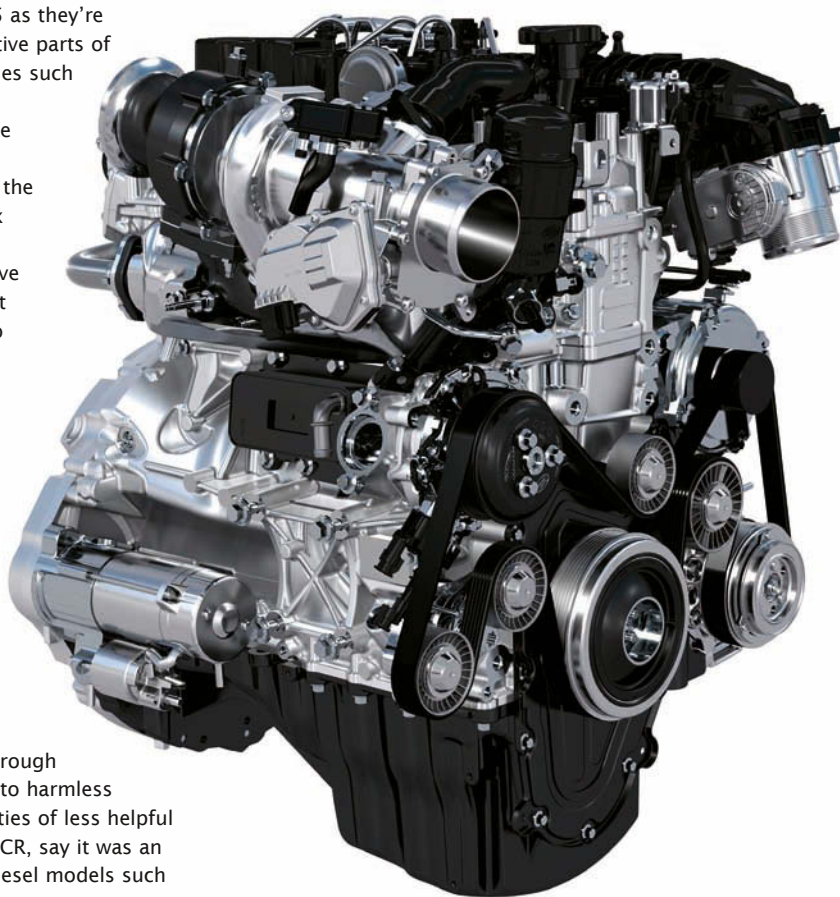
a fairly reliable indicator of how much of the others you'll have in a given air sample. 'Particulate matter' is another unfortunate product of diesel emissions – pm10 and the smaller pm2.5 as they're known – for these can penetrate deeply into sensitive parts of the lungs, causing or worsening respiratory diseases such as emphysema and bronchitis.

Although both petrol and diesel engines produce Nitrogen Oxides, they are traditionally far more concentrated in the diesel exhaust. However, over the years much has been done to lessen both the NOx and the particulate matter. Particulate filters have been fitted to all diesel engined cars for the last five years or more in order to clean up the car's output and get them through the increasingly severe Euro emission standards. From this September, all new cars sold in the UK will have to conform to Euro-6 standards. The big change from the previous Euro-5 regulations is found in the limit on Nitrogen Oxides from diesel cars, which at 80mg/km are now less than half what they were, and pretty close to the petrol ones.

Essentially the diesel particulate filter (DPF) carries on as before (limits haven't changed for cars). The new NOx limits require new hardware, however. Many larger cars have selective catalytic reduction (SCR), which requires a tank of urea solution (known as AdBlue). This is continuously sprayed into the exhaust gas behind the particulate filter, after which the gases pass through a catalytic converter and are converted principally to harmless nitrogen and water, though there are small quantities of less helpful gases. Volkswagen, who are strong advocates of SCR, say it was an engineering decision to use it on larger, heavier diesel models such as the Passat and Touareg; it's "the best way to meet emissions regulations for nitrogen oxides". Disadvantages of the method are the complexity and the cost of filling up the AdBlue tank, which is used at roughly one-twentieth the rate of the diesel fuel. Smaller and lighter vehicles can get away with a 'Lean NOx Trap', which traps NOx, stores it, then purges it by sending fuel down and burning it off.

You can get full details of the Euro-6 regulations and other methods of NOx reduction in the August 2014 issue of Diesel Car. Alternatively find it here: <http://www.dieselmagazine.co.uk/features/euro-6-understanding-the-new-regulations>.

Peter Cracknell 



THE BIG TEST INDEX

Ever thought about which car makers produce a great range of cars, and the ones that need to try harder? Wonder no more, as we look back at every car that we've tested since Diesel Car was reborn in April 2010.

Our tests have always delivered a definitive verdict and star rating out of five, and here we have compiled all of these results to deliver this handy at-a-glance test index. Expressed as a percentage, the average rating even includes all of the star ratings from tests in this issue, and currently sits at 73.53 per cent. Any car maker above that level is doing well, producing cars that are better than average, while those that fall below have some work to do to catch up.

Each month as we test more and more cars, these results will alter and evolve, with car makers rising and falling, and reflecting the ever changing standards within the car industry.

HOW THE PERCENTAGES RELATE TO OUR STAR RATINGS THIS MONTH

100%	5 star rating
90%	4.5 star rating
80%	4 star rating
70%	3.5 star rating
60%	3 star rating
50%	2.5 star rating
40%	2 star rating
30%	1.5 star rating
20%	1 star rating
10%	0.5 star rating

PLACING	CAR MAKER	% RATING
1	Jaguar	91.25
2	Tesla	90.00
3	Land Rover	84.69
4	Ford	84.15
5	BMW	83.93
6	Porsche	83.08
7	Audi	82.86
8	Skoda	82.22
9	MINI	82.11
10	Volkswagen	81.82
11=	Mazda	80.00
11=	Peugeot	80.00
13	Kia	79.41
14	SEAT	79.12
15	Citroën	78.21
16	Mercedes-Benz	76.88
17	Volvo	76.39
18	Hyundai	75.65
19=	Honda	75.00
19=	Vauxhall	75.00
21	Renault	74.84
22	Nissan	74.81
DieselCar Average test rating – 73.53%		
23	Maserati	73.33
24	Infiniti	71.82
25	Dacia	71.67
26	Lexus	71.11
27	Fiat	70.91
28	Alfa Romeo	70.71
29=	Isuzu	70.00
29=	smart	70.00
31	Suzuki	69.09
32	Subaru	67.78
33	Toyota	66.52
34	Mitsubishi	66.25
35	Jeep	65.83
36=	Great Wall	60.00
36=	Chrysler	60.00
36=	SsangYong	60.00
39	MG	56.67

DATAFILESKEY

VED BANDS – EFFECTIVE FROM 1ST APRIL 2014

The need to display a tax disc may have been abolished, but you still need to pay an annual fee to the Government. Called Vehicle Excise Duty, or VED for short, this handy table will tell you how much you need to pay. The rates for cars registered after March 2001 will depend on the CO₂ emissions of the vehicle, with the same amount due for both petrol and diesel power, though hybrid vehicles receive a £10 discount each year. All vehicles that manage to emit 100g/km or less cost nothing to tax, whereas a diesel or petrol powered car emitting 169g/km of CO₂ will cost £290 in the first year, and £205 for each subsequent year, compared to a hybrid vehicle that will cost £280 and £195 per annum, respectively.

CO ₂ EMISSIONS			
		1st Year rate 2014/2015	Standard rate 2014/2015
A	Up to 100	0	0
B	101 - 110	0	20
C	111 - 120	0	30
D	121 - 130	0	110
E	131 - 140	130	130
F	141 - 150	145	145
G	151 - 165	180	180
H	166 - 175	290	205
I	176 - 185	345	225
J	186 - 200	485	265
K	201 - 225	635	285
L	226 - 255	860	485
M	256 and over	1090	500

* For cars registered between March 2001 and March 2006, a maximum charge of band K applies.

JARGON BUSTER

DSG, PowerShift and S tronic are all names given by car makers to describe their twin-clutch automatic transmissions, in the same way that Dualogic, EGC, EGS and ETG are terms for automated manual transmissions.

Airdream, Blue Drive, BlueHDI, BlueEfficiency, BlueMotion Technology (BMT), ecoFLEX, Ecomotive, ECONetic, EfficientDynamics, GreenLine, GreenTech and Ultra are all sub-brands conjured up by the car makers to describe their most eco-friendliest technology. These models will typically offer better fuel economy and lower CO₂ emissions than other models in the line-up.

DPF	=	Diesel particulate filter
EGR	=	Exhaust gas recirculation
EURO 6	=	The emissions regulations that the vehicle is governed by
N/A	=	The data was unavailable as we went to press
S/S	=	Stop-start technology
SCR	=	Selective catalyst reduction
ST	=	Sport Tourer or Sports Tourer
SW	=	Sportswagon or Sportswagon
TBA	=	The information was not available as we went to press

POWER

The power tab identifies the kind of propulsion you'll find under the bonnet of the vehicle. In these data files, you will find information on the most eco-friendly vehicles, with all diesel vehicles, as well as pure electric, petrol and diesel hybrids and sub-100g/km CO₂ petrol cars listed in our tables.

	Diesel
	Diesel electric hybrid
	Electric
	Hydrogen fuel-cell
	Petrol
	Petrol electric hybrid

COMPANY CAR TAX BENEFIT-IN-KIND (BIK) RATES 2014/2015

If your employer provides you with a company car, it is treated as a perk in the eyes of Her Majesty's Revenue and Customs (HMRC) and you will be taxed accordingly. This is called Benefit-in-Kind (BIK) taxation, and the amount you pay is dependent upon the P11D cost of the car, which is equal to the list price of the vehicle, including any optional extras you choose, minus the vehicle excise duty and first registration fee. You are then liable to pay a percentage of the P11D cost to HMRC, dependent upon the CO₂ emissions that the vehicle emits. This table will tell you the percentage rate that you'll need to pay. Currently, diesel vehicles are penalised with a three per cent surcharge, however, that is due to end from the 2016/2017 tax year, providing the car meets the Euro 6 emissions regulations. Interestingly, diesel hybrids don't receive the penalty, with company car tax rates in line with petrol cars, making them a good bet for minimising tax bills.

BIK Tax	Petrol/Hybrid	Diesel
2014/2015		
0	0	0
Up to 75	5	8
76 to 94	11	14
95 to 99	12	15
100 to 104	13	16
105 to 109	14	17
110 to 114	15	18
115 to 119	16	19
120 to 124	17	20
125 to 129	18	21
130 to 134	19	22
135 to 139	20	23
140 to 144	21	24
145 to 149	22	25
150 to 154	23	26
155 to 159	24	27
160 to 164	25	28
165 to 169	26	29
170 to 174	27	30
175 to 179	28	31
180 to 184	29	32
185 to 189	30	33
190 to 194	31	34
195 to 199	32	35
200 to 204	33	35
205 to 209	34	35
Over 210	35	35

ISSUE TESTED

The issue number is inserted if the model has been driven by the Diesel Car test team.

LIST PRICE

This is the total cost of the vehicle, including VAT, delivery charges and the first year vehicle excise duty, if applicable. Any Government subsidies, like the plug-in car grant, have already been deducted within our tables. Please note the prices do not reflect the changes made in the 2015 Budget. They will be updated in time for the next issue.

TRADE-IN VALUE

The value is based upon the car being traded into a car dealer after three years and 36,000 miles and the condition of the car is excellent.

COMBINED MPG

This is the official fuel economy figure released by the car manufacturer. This figure is achieved in optimum conditions and therefore it is rare that an owner will be able to actually attain this figure. If the vehicle is electric, the figure in brackets is the maximum range in miles quoted by the manufacturer, again under optimum conditions.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS/kW	ELECTRIC MOTOR BHP/PS/kW	ELECTRIC TORQUE LB FT/PS/kNm	ELECTRIC MOTOR TORQUE LB FT/PS/kNm	WEIGHT (KG)	TOWING WEIGHT (KG)
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ALFA ROMEO

UK dealers: 60 Warranty: 3 years/Unlimited mileage Servicing: 21,000miles (TwinAir 18,000miles)

MiTo

Beating MINI price-wise for kit, the pocket Alfa's a hoot to drive and offers great road presence.

	Rating	★★★★
P 0.9 TB TwinAir Progression	-	3 13170 6059 6-M tba114 11.4 67.2 99 875 103/5500 - 107/2000 - 1130 500
P 0.9 TB TwinAir Junior	-	3 14870 6543 6-M tba114 11.4 67.2 99 875 103/5500 - 107/2000 - 1130 500
P 0.9 TB TwinAir Distinctive	-	3 16070 7071 6-M 13 114 11.4 67.2 99 875 103/5500 - 107/2000 - 1130 500
P 0.9 TB TwinAir QV Line	-	3 16820 7401 6-M 13 114 11.4 67.2 99 875 103/5500 - 107/2000 - 1130 500
D 1.3 JTDm-2 Progression	-	3 14315 6299 5-M tba108 12.9 80.7 90 1248 83/3500 - 148/1500 - 1150 1000
D 1.3 JTDm-2 Junior	-	3 15415 6783 5-M tba108 12.9 80.7 90 1248 83/3500 - 148/1500 - 1150 1000
D 1.3 JTDm-2 Distinctive	-	3 16655 7328 5-M 11 108 12.9 80.7 90 1248 83/3500 - 148/1500 - 1150 1000
D 1.6 JTDm-2 Distinctive	-	3 17820 7841 6-M 19 123 9.9 65.7 112 1598 118/3750 - 236/1750 - 1205 1000
D 1.6 JTDm-2 QV Line	-	3 18570 8171 6-M 24 123 9.9 65.7 112 1598 118/3750 - 236/1750 - 1205 1000

Giulietta

Stylish alternative, with enough gusto and a smattering of class to compete in the medium car sector.

	Rating	★★★★
D 1.6 JTDm-2 Progression	-	5 19170 9202 6-M 18 115 11.3 70.6 104 1598 103/4000 - 236/1750 - 1310 1300
D 1.6 JTDm-2 Business Edition	-	5 18990 9115 6-M 17 115 11.3 70.6 104 1598 103/4000 - 236/1750 - 1310 1300
D 1.6 JTDm-2 Distinctive	-	5 20420 9802 6-M 18 115 11.3 70.6 104 1598 103/4000 - 236/1750 - 1310 1300
D 1.6 JTDm-2 Exclusive	-	5 22170 10642 6-M 18 115 11.3 70.6 104 1598 103/4000 - 236/1750 - 1310 1300
D 2.0 JTDm-2 Business Edition	-	5 20290 9333 6-M 23 130 8.8 67.3 110 1956 148/3750 - 280/1750 - 1320 1300
D 2.0 JTDm-2 Distinctive	-	5 21720 9991 6-M 23 130 8.8 67.3 110 1956 148/3750 - 280/1750 - 1320 1300
D 2.0 JTDm-2 Exclusive	-	5 23470 10796 6-M 24 130 8.8 67.3 110 1956 148/3750 - 280/1750 - 1320 1300
D 2.0 JTDm-2 QV Line	-	5 25220 11601 6-M 24 130 8.8 67.3 110 1956 148/3750 - 280/1750 - 1320 1300
D 2.0 JTDm-2 Business Edition TCT	-	5 25420 9878 6-A 22 136 7.8 64.2 116 1956 172/3750 - 258/1750 - 1335 1300
D 2.0 JTDm-2 Exclusive TCT	334	5 25630 11277 6-A 24 136 7.8 64.2 116 1956 172/3750 - 258/1750 - 1335 1300
D 2.0 JTDm-2 QV Line TCT	-	5 27380 12047 6-A 23 136 7.8 64.2 116 1956 172/3750 - 258/1750 - 1335 1300

AUDI

UK dealers: 116 Warranty: 3 years/60,000 miles Servicing: Variable schedule

New A1

Auto attempts to woo MINI buyers, with a more spacious rival that is good to drive, frugal and refined.

	Rating	★★★★
P 1.6 TFSI	-	3 14315 7730 5-M tba116 10.9 67.3 97 999 94/5000 - 118/1500 - 1035 1000
D SE 1.6 TDI	-	3 15390 8311 5-M 19 124 9.4 80.7 92 1598 114/1500 - 184/3500 - 1150 1200
D SE 1.6 TDI Auto	-	3 16930 9142 5-M 19 124 9.4 76.3 97 1598 114/1500 - 184/3500 - 1175 1200
P Sport 1.0 TFSI	-	3 16290 8797 5-M tba116 10.9 67.3 97 999 94/5000 - 118/1500 - 1035 1000
D Sport 1.6 TDI	-	3 17365 9377 5-M 19 124 9.4 80.7 92 1598 114/1500 - 184/3500 - 1150 1200
D Sport 1.6 TDI Auto	-	3 18905 10209 7-A 19 124 9.4 76.3 97 1598 114/1500 - 184/3500 - 1175 1200
S line 1.6 TDI	-	3 19360 10454 5-M 19 124 9.4 80.7 93 1598 114/1500 - 184/3500 - 1150 1200
S line 1.6 TDI Auto	-	3 20900 11286 7-A 19 124 9.4 76.3 98 1598 114/1500 - 184/3500 - 1175 1200
P Sportback SE 1.0 TFSI	-	3 14935 8065 5-M tba116 10.9 67.3 97 999 94/5000 - 118/1500 - 1060 1000
D Sportback SE 1.6 TDI	-	3 16010 8325 5-M 19 124 9.5 80.7 92 1598 114/1500 - 184/3500 - 1175 1200
D Sportback SE 1.6 TDI Auto	-	3 17350 9126 7-A 19 124 9.4 76.3 97 1598 114/1500 - 184/3500 - 1200 1200
P Sportback Sport 1.0 TFSI	-	3 16810 9131 5-M tba116 10.9 67.3 97 999 94/5000 - 118/1500 - 1060 1000
D Sportback Sport 1.6 TDI	-	3 17895 9352 5-M 19 124 9.5 80.7 92 1598 114/1500 - 184/3500 - 1175 1200
D Sportback Sport 1.6 TDI Auto	-	3 19525 10173 7-A 19 124 9.4 76.3 97 1598 114/1500 - 184/3500 - 1200 1200
D Sportback S line 1.6 TDI	-	3 19980 10390 5-M 19 124 9.5 80.7 93 1598 114/1500 - 184/3500 - 1175 1200
D Sportback S line 1.6 TDI Auto	-	3 21520 11190 7-A 19 124 9.4 76.3 98 1598 114/1500 - 184/3500 - 1200 1200

A3

Edgier looks and upgraded cabin with better kit, plus a more involving drive than before.

	Rating	★★★★
D SE 1.6 TDI	321	3 20825 10829 6-M 15 124 10.5 74.3 99 1598 108/3200 - 184/1500 - 1230 1500
D SE 1.6 TDI Auto	-	3 22305 11599 7-A 15 124 10.5 72.4 102 1598 108/3200 - 184/1500 - 1250 1500
D SE 2.0 TDI	-	3 22175 11088 6-M 21 135 8.5 68.9 106 1968 148/3500 - 251/1750 - 1275 1600
D SE 2.0 TDI Auto	-	3 23665 11833 6-A 21 135 8.2 64.2 116 1968 148/3500 - 251/1750 - 1295 1600
D SE Technik 1.6 TDI	-	3 21575 12129 6-M 17 124 10.5 74.3 99 1598 108/3200 - 184/1500 - 1230 1500
D SE Technik 1.6 TDI Auto	-	3 23055 11989 7-A 17 124 10.5 72.4 102 1598 108/3200 - 184/1500 - 1250 1500
D SE Technik 2.0 TDI	-	3 22925 11463 6-M 23 135 8.5 68.9 106 1968 148/3500 - 251/1750 - 1275 1600
D SE Technik 2.0 TDI Auto	-	3 24405 12203 6-A 23 135 8.2 64.2 116 1968 148/3500 - 251/1750 - 1295 1600
D Sport 1.6 TDI	-	3 22225 11557 6-M 15 124 10.5 74.3 99 1598 108/3200 - 184/1500 - 1230 1500
D Sport 1.6 TDI Auto	-	3 23705 12327 7-A 15 124 10.5 72.4 102 1598 108/3200 - 184/1500 - 1250 1500
D Sport 2.0 TDI	305	3 23575 11788 6-M 21 135 8.5 68.9 106 1968 148/3500 - 251/1750 - 1275 1600
D Sport 2.0 TDI Auto	-	3 25055 12528 6-A 21 135 8.2 64.2 116 1968 148/3500 - 251/1750 - 1295 1600
D Sport 2.0 TDI	-	3 24845 12423 6-M 27 145 7.3 68.9 108 1968 181/3500 - 280/1750 - 1290 1600
D Sport 2.0 TDI quattro Auto	-	3 27755 13876 6-A 26 143 6.8 60.1 124 1968 181/3500 - 280/1750 - 1395 1800
S line 1.6 TDI	-	3 24375 12675 6-M 16 124 10.5 74.3 99 1598 108/3200 - 184/1500 - 1230 1500
S line 1.6 TDI Auto	-	3 25855 13445 7-A 16 124 10.5 72.4 102 1598 108/3200 - 184/1500 - 1250 1500
S line 2.0 TDI	-	3 25725 12863 6-M 21 135 8.5 68.9 106 1968 148/3500 - 251/1750 - 1275 1600
S line 2.0 TDI Auto	-	3 27205 13603 6-A 21 135 8.2 64.2 116 1968 148/3500 - 251/1750 - 1295 1600
S line 2.0 TDI	-	3 26995 13468 6-M 28 145 7.3 68.9 108 1968 181/3500 - 280/1750 - 1290 1600
S line 2.0 TDI quattro Auto	-	3 29905 14953 6-A 26 143 6.8 60.1 124 1968 181/3500 - 280/1750 - 1395 1800
D Sportback SE 1.6 TDI	-	3 21445 11151 6-M 15 124 10.7 74.3 99 1598 108/3200 - 184/1500 - 1260 1500
D Sportback SE 1.6 TDI Auto	-	3 22925 11921 7-A 15 124 10.7 72.4 102 1598 108/3200 - 184/1500 - 1280 1500
D Sportback SE 2.0 TDI	-	3 22795 11853 6-M 21 135 8.6 68.9 106 1968 148/3500 - 251/1750 - 1305 1600
D Sportback SE 2.0 TDI Auto	-	3 24275 12623 6-M 21 135 8.3 64.2 116 1968 148/3500 - 251/1750 - 1320 1600
D Sportback SE Technik 1.6 TDI	-	3 22195 11541 6-M 17 124 10.7 74.3 99 1598 108/3200 - 184/1500 - 1260 1500
D Sportback SE Technik 1.6 TDI Auto	-	3 23675 12311 7-A 17 124 10.7 72.4 102 1598 108/3200 - 184/1500 - 1280 1500
D Sportback SE Technik 2.0 TDI	-	3 23545 12243 6-M 23 135 8.6 68.9 106 1968 148/3500 - 251/1750 - 1305 1600
D Sportback SE Technik 2.0 TDI Auto	-	3 25025 13301 6-M 23 135 8.3 64.2 116 1968 148/3500 - 251/1750 - 1320 1600
D Sportback Sport 1.6 TDI	-	3 22845 11879 6-M 15 124 10.7 74.3 99 1598 108/3200 - 184/1500 - 1260 1500
D Sportback Sport 1.6 TDI Auto	-	3 24325 12649 7-A 15 124 10.7 72.4 102 1598 108/3200 - 184/1500 - 1280 1500
D Sportback Sport 2.0 TDI	313	5 24195 12581 6-M 21 135 8.6 68.9 106 1968 148/3500 - 251/1750 - 1305 1600
D Sportback Sport 2.0 TDI Auto	-	5 25675 13351 6-M 21 135 8.3 64.2 116 1968 148/3500 - 251/1750 - 1320 1600
D Sportback Sport 2.0 TDI	-	5 25465 13242 6-M 27 145 7.4 67.3 110 1968 181/3500 - 280/1750 - 1320 1600
D Sportback Sport 2.0 TDI quattro Auto	-	5 28375 14735 6-A 26 143 6.9 60.1 124 1968 181/3500 - 280/1750 - 1425 1800
D Sportback S line 1.6 TDI	-	5 24995 12997 6-M 16 124 10.7 74.3 99 1598 108/3200 - 184/1500 - 1260 1500
D Sportback S line 1.6 TDI Auto	-	5 26475 13767 7-A 16 124 10.7 72.4 102 1598 108/3200 - 184/1500 - 1280 1500
D Sportback S line 2.0 TDI	-	5 26345 13699 6-M 21 135 8.6 68.9 106 1968 148/3500 - 251/1750 - 1305 1600
D Sportback S line 2.0 TDI Auto	-	5 27825 14469 6-M 21 135 8.3 64.2 116 1968 148/3500 - 251/1750 - 1320 1600
D Sportback S line 2.0 TDI	-	5 27615 14360 6-M 28 145 7.4 67.3 110 1968 181/3500 - 280/1750 - 1320 1600
D Sportback S line 2.0 TDI quattro Auto	-	5 30525 15873 6-A 26 143 6.9 60.1 124 1968 181/3500 - 280/1750 - 1425 1800
P e-tron 1.4 TFSI Auto	332	5 29950 tba 6-A 29 138 7.6 176.6 37 1395 148/5000 101 184/1600 243 1540 0
D Saloon Sport 1.6 TDI	-	4 23395 12633 6-M 15 126 10.7 74.3 99 1598 108/3200 - 184/1500 - 1270 1500
D Saloon Sport 1.6 TDI Auto	-	4 24875 13433 7-A 15 126 10.7 72.4 102 1598 108/3200 - 184/1500 - 1290 1500
D Saloon Sport 2.0 TDI	-	4 24745 13362 6-M 21 139 8.6 70.6 105 1968 148/3500 - 251/1750 - 1315 1600
D Saloon Sport 2.0 TDI Auto	-	4 26225 14162 6-A 21 139 8.3 64.2 115 1968 148/3500 - 251/1750 - 1320 1600
D Saloon Sport 2.0 TDI	-	4 26015 14048 6-M 27 150 7.4 68.9 109 1968 181/3500 - 280/1750 - 1320 1600
D Saloon Sport 2.0 TDI quattro Auto	-	4 28925 15620 6-A 26 147 6.9 60.1 124 1968 181/3500 - 280/1750 - 1430 1800
D Saloon S line 1.6 TDI	-	4 25545 13794 6-M 16 126 10.7 74.3 99 1598 108/3200 - 184/1500 - 1270 1500
D Saloon S line 1.6 TDI Auto	-	4 27025 14594 7-A 16 126 10.7 72.4 102 1598 108/3200 - 184/1500 - 1290 1500
D Saloon S line 2.0 TDI	-	4 26895 14523 6-M 21 139 8.6 70.6 105 1968 148/3500 - 251/1750 - 1315 1600
D Saloon S line 2.0 TDI Auto	-	4 28375 15323 6-A 21 139 8.3 64.2 115 1968 148/3500 - 251/1750 - 1320 1600
D Saloon S line 2.0 TDI	-	4 28165 15209 6-M 28 150 7.4 68.9 109 1968 181/3500 - 280/1750 - 1320 1600
D Saloon S line 2.0 TDI quattro Auto	-	4 31075 16781 6-A 26 147 6.9 60.1 124 1968 181/3500 - 280/1750 - 1430 1800
D Cabriolet SE 1.6 TDI	-	2 26185 14140 6-M 17 124 11.4 72.4 104 1598 108/3200 - 184/1500 - 1420 1500
D Cabriolet SE 2.0 TDI	-	2 27535 14869 6-M 24 139 8.9 67.3 110 1968 148/3500 - 251/1750 - 1460 1600
D Cabriolet SE 2.0 TDI Auto	-	2 29015 15668 6-A 24 139 8.8 60.1 122 1968 148/3500 - 251/1750 - 1480 1600
D Cabriolet Sport 1.6 TDI	-	2 27855 14896 6-M 18 124 11.4 72.4 104 1598 108/3200 - 184/1500 - 1420 1500
D Cabriolet Sport 2.0 TDI	-	2 28935 15625 6-M 25 139 8.9 67.3 110 1968 148/3500 - 251/1750 - 1460 1600
D Cabriolet Sport 2.0 TDI Auto	-	2 31454 16424 6-M 25 139 8.8 60.1 122 1968 148/3500 - 251/1750 - 1480 1600
D Cabriolet Sport 2.0 TDI	-	2 32025 16311 6-M 30 150 7.9 65.7 114 1968 181/3500 - 280/1750 - 1470 1600
D Cabriolet Sport 2.0 TDI quattro Auto	-	2 33115 17882 6-A 30 147 7.6 57.6 129 1968 181/3500 - 280/1750 - 1590 1800
D Cabriolet S line 1.6 TDI	-	2 29735 16057 6-M 20 124 11.4 72.4 104 1598 108/3200 - 184/1500 - 1420 1500
D Cabriolet S line 2.0 TDI	-	2 31085 16786 6-M 23 139 8.9 67.3 110 1968 148/3500 - 251/1750 - 1460 1600
D Cabriolet S line 2.0 TDI Auto	-	2 32565 17585 6-A 23 139 8.8 60.1 122 1968 148/3500 - 251/1750 - 1480 1600
D Cabriolet S line 2.0 TDI	-	2 32355 17472 6-M 31 150 7.9 65.7 114 1968 181/3500 - 280/1750 - 1470 1600
D Cabriolet S line 2.0 TDI quattro Auto	-	2 35265 19043 6-A 31 147 7.6 57.6 129 1968 181/3500 - 280/1750 - 1590 1800

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS/kW	ELECTRIC MOTOR BHP/PS/kW	ELECTRIC TORQUE LB FT/PS/kNm	ELECTRIC MOTOR TORQUE LB FT/PS/kNm	WEIGHT (KG)	TOWING WEIGHT (KG)
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A4











































Audi has refined its family car formula, resulting in space and style in buckets.

D SE 2.0 TDI	-	4 27600 11592 6-M 23 134 9.3	65.7	112	1968 134/4200 -	236/1750 -	1475 1300
D SE Technik 2.0 TDI	-	4 28600 12012 6-M 23 134 9.3	65.7	112	1968 134/4200 -	236/1750 -	1475 1300
D SE Technik 2.0 TDI Auto	-	4 30155 12665 8-M 23 130 9.1	58.9	127	1968 148/4200 -	236/1750 -	1515 1700
D SE Technik 2.0 TDI ultra	330	4 29620 13033 6-M 27 140 8.3	67.3	109	1968 161/3000 -	295/1750 -	1540 1300
D SE Technik 2.0 TDI	-	4 29620 12440 6-M 27 143 8.2	61.4	120	1968 175/4200 -	280/1750 -	1480 1600
D SE Technik 2.0 TDI Auto	-	4 31100 13062 8-M 27 138 7.9	58.9	127	1968 175/4200 -	280/1750 -	1520 1700
D SE Technik 2.0 TDI quattro	-	4 31180 13096 6-M 27 142 7.8	55.4	134	1968 175/4200 -	280/1750 -	1565 1600
D SE Technik 2.0 TDI quattro Auto	-	4 32660 13717 7-A 27 140 7.8	53.3	139	1968 175/4200 -	280/1750 -	1595 1700
D S line 2.0 TDI	-	4 30230 12687 6-M 23 134 9.2	62.8	119	1968 148/4200 -	236/1750 -	1480 1600
D S line 2.0 TDI Auto	-	4 31710 13318 8-M 23 130 9.1	58.9	127	1968 148/4200 -	236/1750 -	1515 1300
D S line 2.0 TDI ultra	-	4 31175 13717 6-M 29 140 8.3	67.3	109	1968 161/3000 -	295/1750 -	1540 1300
D S line 2.0 TDI	-	4 31175 13094 6-M 27 143 8.2	61.4	120	1968 175/4200 -	280/1750 -	1480 1600
D S line 2.0 TDI Auto	-	4 32655 13715 8-M 27 138 7.9	58.9	127	1968 175/4200 -	280/1750 -	1520 1700
D S line 2.0 TDI quattro	-	4 32735 13749 6-M 27 142 7.8	55.4	134	1968 175/4200 -	280/1750 -	1565 1600
D S line 2.0 TDI quattro Auto	-	4 34215 14370 7-A 27 140 7.9	53.3	139	1968 175/4200 -	280/1750 -	1595 1700
D S line 2.0 TDI quattro Auto	-	4 38215 15286 7-A 33 155 5.9	49.6	149	2967 242/4000 -	369/4000 -	1680 1900
D Black Edition Plus 2.0 TDI	-	4 31730 13327 6-M 24 134 9.2	62.8	119	1968 148/4200 -	236/1750 -	1480 1600
D Black Edition Plus 2.0 TDI Auto	-	4 33210 13948 8-A 24 130 9.1	58.9	127	1968 148/4200 -	236/1750 -	1515 1700
D Black Edition Plus 2.0 TDI	-	4 32675 13724 6-M 29 143 8.2	61.4	120	1968 175/4200 -	280/1750 -	1480 1600
D Black Edition Plus 2.0 TDI Auto	-	4 34155 14345 8-A 28 138 7.9	58.9	127	1968 175/4200 -	280/1750 -	1520 1700
D Black Edition Plus 2.0 TDI quattro	-	4 34235 14379 6-M 29 142 7.8	55.4	134	1968 175/4200 -	280/1750 -	1565 1600
D Black Edition Plus 2.0 TDI quattro Auto	-	4 35715 15000 7-A 28 140 7.9	53.3	139	1968 175/4200 -	280/1750 -	1595 1700
D Black Edition Plus 3.0 TDI quattro Auto	-	4 39715 15886 7-A 36 155 5.9	49.6	149	2967 242/4000 -	369/4000 -	1680 1900
D Avant SE 2.0 TDI	-	4 28900 12138 6-M 23 129 9.6	64.2	116	1968 134/4200 -	236/1750 -	1535 1300
D Avant SE Technik 2.0 TDI	-	4 29900 12558 6-M 23 129 9.6	64.2	116	1968 134/4200 -	236/1750 -	1535 1300
D Avant SE Technik 2.0 TDI Auto	-	4 31455 13211 8-M 23 124 9.5	57.6	129	1968 148/4200 -	236/1750 -	1575 1700
D Avant SE Technik 2.0 TDI ultra	-	4 30920 12986 6-M 27 134 8.6	64.2	114	1968 161/3000 -	295/1750 -	1600 1300
D Avant SE Technik 2.0 TDI	-	4 30920 12986 6-M 27 138 8.4	58.9	126	1968 175/4200 -	280/1750 -	1535 1600
D Avant SE Technik 2.0 TDI Auto	-	4 32400 13608 8-M 27 131 8.1	57.6	129	1968 175/4200 -	280/1750 -	1575 1700
D Avant SE Technik 2.0 TDI quattro	-	4 32480 13642 6-M 27 138 7.9	53.3	139	1968 175/4200 -	280/1750 -	1605 1600
D Avant SE Technik 2.0 TDI quattro Auto	-	4 33975 14270 7-A 27 135 8.0	51.4	144	1968 175/4200 -	280/1750 -	1640 1700
D Avant S line 2.0 TDI	-	4 31530 13243 6-M 23 129 9.5	60.1	124	1968 148/4200 -	236/1750 -	1535 1600
D Avant S line 2.0 TDI Auto	-	4 33010 13864 8-M 23 124 9.5	57.6	129	1968 148/4200 -	236/1750 -	1575 1700
D Avant S line 2.0 TDI ultra	-	4 32475 13640 6-M 27 138 8.6	64.2	114	1968 161/3000 -	295/1750 -	1600 1300
D Avant S line 2.0 TDI	-	4 32475 13640 6-M 27 138 8.4	58.9	126	1968 175/4200 -	280/1750 -	1535 1600
D Avant S line 2.0 TDI Auto	-	4 33955 14261 8-M 27 131 8.1	57.6	129	1968 175/4200 -	280/1750 -	1575 1700
D Avant S line 2.0 TDI quattro	-	4 34035 14295 6-M 27 138 7.9	53.3	139	1968 175/4200 -	280/1750 -	1605 1600
D Avant S line 2.0 TDI quattro Auto	-	4 35530 14923 7-A 27 135 8.0	51.4	144	1968 175/4200 -	280/1750 -	1640 1700
D Avant S line 3.0 TDI quattro Auto	-	4 39550 15820 7-A 33 155 6.1	47.9	154	2967 242/4000 -	369/4000 -	1725 1900
D Avant Black Edition Plus 2.0 TDI	-	4 33030 13873 6-M 24 129 9.5	60.1	124	1968 148/4200 -	236/1750 -	1535 1600
D Avant Black Edition Plus 2.0 TDI Auto	-	4 33510 14494 8-A 24 124 9.5	57.6	129	1968 148/4200 -	236/1750 -	1575 1700
D Avant Black Edition Plus 2.0 TDI	-	4 34975 14270 6-M 29 138 8.4	58.9	126	1968 175/4200 -	280/1750 -	1535 1600
D Avant Black Edition Plus 2.0 TDI Auto	-	4 35455 14891 8-A 29 131 8.1	57.6	129	1968 175/4200 -	280/1750 -	1575 1700
D Avant Black Edition Plus 2.0 TDI quattro	-	4 35345 14925 6-M 28 138 7.9	53.3	139	1968 175/4200 -	280/1750 -	1605 1600
D Avant Black Edition Plus 2.0 TDI quattro Auto	-	4 37030 15553 7-A 28 135 8.0	51.4	144	1968 175/4200 -	280/1750 -	1640 1700
D Avant Black Edition Plus 3.0 TDI quattro Auto	-	4 41050 16420 7-A 36 155 6.1	47.9	154	2967 242/4000 -	369/4000 -	1725 1900
D allroad 2.0 TDI quattro	300	4 32680 15033 6-M 27 134 8.2	48.7	159	1968 175/4200 -	280/1750 -	1630 1700
D allroad 2.0 TDI quattro Auto	-	4 31460 15714 7-A 27 130 8.1	47.1	156	1968 175/4200 -	280/1750 -	1670 1900
D allroad 3.0 TDI quattro Auto	-	4 38145 16784 7-A 33 149 6.2	45.6	161	2967 242/4000 -	369/4000 -	1750 1900
D allroad Sport 2.0 TDI quattro	-	4 35130 16160 6-M 28 134 8.2	48.7	159	1968 175/4200 -	280/1750 -	1630 1700
D allroad Sport 2.0 TDI quattro Auto	-	4 36610 16841 7-A 28 130 8.1	47.1	156	1968 175/4200 -	280/1750 -	1670 1900
D allroad Sport 3.0 TDI quattro Auto	-	4 40595 17862 7-A 36 149 6.2	45.6	161	2967 242/4000 -	369/4000 -	1750 1900

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PSM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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New A6

Impressively refined, with a roomy cabin, and available with clean and frugal, yet powerful engines.

	SE 2.0 TDI ultra	-	4 31955	15338	6-M	32	144	8.4	65.7	113	1968	167/3800	-	295/1750	-	1625	1800
	SE 2.0 TDI ultra Auto	-	4 33485	16073	7-A	32	144	8.2	67.3	109	1968	167/3800	-	295/1750	-	1660	1800
	SE 3.0 TDI Auto	-	4 38095	16000	7-A	34	152	7.1	60.1	122	2967	215/4000	-	295/1250	-	1695	2000
	SE 3.0 TDI quattro Auto	-	4 39855	16739	7-A	39	152	6.6	55.4	133	2967	215/3250	-	369/1250	-	1765	2000
	SE 3.0 TDI quattro Auto	-	4 41415	17394	7-A	41	155	5.5	55.4	133	2967	268/3500	-	428/1500	-	1770	2000
	SE 3.0 BITDI quattro Auto	-	4 46125	17528	8-A	43	155	5.0	47.1	159	2967	316/3900	-	479/1400	-	1835	2100
	S line 2.0 TDI ultra	-	4 34405	16514	6-M	33	144	8.4	64.2	114	1968	167/3800	-	295/1750	-	1625	1800
	S line 2.0 TDI ultra Auto	336	4 35935	17249	7-A	33	144	8.2	67.3	110	1968	167/3800	-	295/1750	-	1660	1800
	S line 3.0 TDI Auto	-	4 40545	17029	7-A	35	152	7.1	60.1	122	2967	215/4000	-	295/1250	-	1695	2000
	S line 3.0 TDI quattro Auto	-	4 42305	17768	7-A	39	152	6.6	55.4	133	2967	215/3250	-	369/1250	-	1765	2000
	S line 3.0 TDI quattro Auto	-	4 43865	18423	7-A	42	155	5.5	55.4	133	2967	268/3500	-	428/1500	-	1770	2000
	S line 3.0 BITDI quattro Auto	-	4 48575	18459	8-A	43	155	5.0	47.1	159	2967	316/3900	-	479/1400	-	1835	2100
	Black Edition 2.0 TDI ultra	-	4 36580	17558	6-M	33	144	8.4	62.8	119	1968	167/3800	-	295/1750	-	1625	1800
	Black Edition 2.0 TDI ultra Auto	-	4 38110	18293	7-A	33	144	8.2	64.2	116	1968	167/3800	-	295/1750	-	1660	1800
	Black Edition 3.0 TDI Auto	-	4 42720	17942	7-A	35	152	7.1	57.6	127	2967	215/4000	-	295/1250	-	1695	2000
	Black Edition 3.0 TDI quattro Auto	-	4 44480	18682	7-A	40	152	6.6	54.3	138	2967	215/3250	-	369/1250	-	1765	2000
	Black Edition 3.0 TDI quattro Auto	-	4 46040	19337	7-A	42	155	5.5	54.3	138	2967	268/3500	-	428/1500	-	1770	2000
	Black Edition 3.0 BITDI quattro Auto	-	4 50750	19285	8-A	44	155	5.0	45.6	164	2967	316/3900	-	479/1400	-	1835	2100
	Avant SE 2.0 TDI ultra	-	5 33955	16298	6-M	32	140	8.7	62.8	118	1968	167/3800	-	295/1750	-	1690	1800
	Avant SE 2.0 TDI ultra Auto	-	5 35485	17033	7-A	32	140	8.5	64.2	114	1968	167/3800	-	295/1750	-	1725	1800
	Avant SE 3.0 TDI Auto	-	5 40095	16840	7-A	34	145	7.3	58.9	125	2967	215/4000	-	295/1250	-	1760	2000
	Avant SE 3.0 TDI quattro Auto	-	5 41855	16742	7-A	39	145	6.8	53.3	138	2967	215/3250	-	369/1250	-	1830	2000
	Avant SE 3.0 TDI quattro Auto	-	5 43415	18234	7-A	41	155	5.7	53.3	138	2967	268/3500	-	428/1500	-	1835	2000
	Avant SE 3.0 BITDI quattro Auto	-	5 48125	19250	8-A	43	155	5.2	45.6	164	2967	316/3900	-	479/1400	-	1900	2100
	Avant S line 2.0 TDI ultra	-	5 36405	14744	6-M	33	140	8.7	61.4	119	1968	167/3800	-	295/1750	-	1690	1800
	Avant S line 2.0 TDI ultra Auto	-	5 37935	18209	7-A	33	140	8.5	64.2	115	1968	167/3800	-	295/1750	-	1725	1800
	Avant S line 3.0 TDI Auto	-	5 42545	17669	7-A	35	145	7.3	58.9	125	2967	215/4000	-	295/1250	-	1760	2000
	Avant S line 3.0 TDI quattro Auto	-	5 44305	17722	7-A	39	145	6.8	53.3	138	2967	215/3250	-	369/1250	-	1830	2000
	Avant S line 3.0 TDI quattro Auto	-	5 45865	19263	7-A	42	155	5.7	53.3	138	2967	268/3500	-	428/1500	-	1835	2000
	Avant S line 3.0 BITDI quattro Auto	-	5 50575	20230	8-A	43	155	5.2	45.6	164	2967	316/3900	-	479/1400	-	1900	2100
	Avant Black Edition 2.0 TDI ultra	-	5 38580	15818	6-M	33	140	8.7	60.1	124	1968	167/3800	-	295/1750	-	1690	1800
	Avant Black Edition 2.0 TDI ultra Auto	-	5 40110	18253	7-A	33	140	8.5	61.4	121	1968	167/3800	-	295/1750	-	1725	1800
	Avant Black Edition 3.0 TDI Auto	-	5 44720	19782	7-A	35	145	7.3	56.5	130	2967	215/4000	-	295/1250	-	1760	2000
	Avant Black Edition 3.0 TDI quattro Auto	-	5 46495	18598	7-A	40	145	6.8	52.3	144	2967	215/3250	-	369/1250	-	1830	2000
	Avant Black Edition 3.0 TDI quattro Auto	-	5 48055	20183	7-A	42	155	5.7	52.3	144	2967	268/3500	-	428/1500	-	1835	2000
	Avant Black Edition 3.0 BITDI quattro Auto	-	5 52860	21144	8-A	44	155	5.2	44.1	169	2967	316/3900	-	479/1400	-	1900	2100
	allroad 3.0 TDI quattro Auto	-	5 42525	21721	7-A	39	141	7.3	50.4	149	2967	215/3250	-	369/1250	-	1890	2500
	allroad 3.0 TDI quattro Auto	-	5 46815	22471	7-A	42	155	6.2	50.4	149	2967	268/3500	-	428/1500	-	1895	2500
	allroad 3.0 BITDI quattro Auto	-	5 51620	24778	8-A	44	155	5.5	43.5	172	2967	316/3900	-	479/1400	-	1955	2500
	allroad Sport 3.0 TDI quattro Auto	-	5 48955	23498	7-A	39	141	7.3	50.4	149	2967	215/3250	-	369/1250	-	1890	2500
	allroad Sport 3.0 TDI quattro Auto	-	5 50515	24247	7-A	42	155	6.2	50.4	149	2967	268/3500	-	428/1500	-	1895	2500
	allroad Sport 3.0 BITDI quattro Auto	-	5 55320	26554	8-A	43	155	5.5	43.5	172	2967	316/3900	-	479/1400	-	1955	2500

New A7

Audi's entry ticket to the Panamera party. It's great to drive, exquisitely built and suitably luxurious.

D	SE Executive 3.0 TDI ultra Auto	-	5 45875	23855	7-A	37	149	7.3	60.1	122	2967	215/4000	-	295/1250	-	1755	2000	
D	SE Executive 3.0 TDI quattro Auto	-	5 47630	23815	7-A	41	149	6.8	54.3	136	2967	215/3250	-	369/1250	-	1825	2000	
D	SE Executive 3.0 TDI quattro Auto	-	5 50215	25108	7-A	43	155	5.7	54.3	136	2967	268/3500	-	428/1500	-	1830	2000	
D	S line 3.0 TDI ultra Auto	-	5 48665	25306	7-A	38	149	7.3	60.1	122	2967	215/4000	-	295/1250	-	1755	2000	
D	S line 3.0 TDI quattro Auto	-	5 50425	25213	7-A	41	149	6.8	54.3	136	2967	215/3250	-	369/1250	-	1825	2000	
D	S line 3.0 TDI quattro Auto	-	5 53005	26503	7-A	43	155	5.7	54.3	136	2967	268/3500	-	428/1500	-	1830	2000	
D	S line 3.0 BITDI quattro Auto	-	5 56575	28288	8-A	45	155	5.2	46.3	162	2967	316/3900	-	479/1400	-	1895	2100	
D	Black Edition 3.0 TDI quattro Auto	-	5 52775	26398	7-A	42	155	6.8	54.3	136	2967	215/3250	-	369/1250	-	1825	2000	
D	Black Edition 3.0 TDI quattro Auto	-	5 55355	27678	7-A	44	155	5.7	54.3	136	2967	268/3500	-	428/1500	-	1830	2000	
D	Black Edition 3.0 BITDI quattro Auto	-	5 58925	29463	8-A	45	155	5.2	46.3	162	2967	316/3900	-	479/1400	-	1895	2100	

A8

Now even more refined, with exquisite attention to detail, great driving manners and exceptionally high comfort levels.

D	SE 3.0 TDI quattro Auto	-	4 99580	25024	8-A	46	155	5.9	47.9	155	2967	255/4000	-	428/1750	-	1880	2200
D	SE Executive 3.0 TDI quattro Auto	-	4 62185	26118	8-A	46	155	5.9	47.9	155	2967	255/4000	-	428/1750	-	1880	2200
D	SE Executive 4.2 TDI quattro Auto	-	4 72790	29912	8-A	50	155	4.7	38.2	194	4134	380/3750	-	627/2000	-	2040	2300
D	Sport Executive 3.0 TDI quattro Auto	-	4 65785	27630	8-A	46	155	5.9	47.9	155	2967	255/4000	-	428/1750	-	1880	2200
D	Sport Executive 4.2 TDI quattro Auto	-	4 76390	30556	8-A	50	155	4.7	38.2	194	4134	380/3750	-	627/2000	-	2040	2300
EB	hybrid 2.0 TFSI Auto	-	4 64280	24628	8-A	42	146	7.7	45.6	144	1984	242/4200	54	258/1500	155	1870	0
D	L SE 3.0 TDI quattro Auto	324	4 63545	24669	8-A	46	155	6.1	47.1	158	2967	255/4000	-	428/1750	-	1935	2200
D	L SE Executive 3.0 TDI quattro Auto	-	4 66150	27783	8-A	46	155	6.1	47.1	158	2967	255/4000	-	428/1750	-	1935	2200
D	L SE Executive 4.2 TDI quattro Auto	-	4 76755	30702	8-A	50	155	4.9	37.7	197	4134	380/3750	-	627/2000	-	2095	2300
D	L Sport Executive 3.0 TDI quattro Auto	-	4 69750	29295	8-A	47	155	6.1	47.1	158	2967	255/4000	-	428/1750	-	1935	2200
D	L Sport Executive 4.2 TDI quattro Auto	-	4 80355	32142	8-A	50	155	4.9	37.7	197	4134	380/3750	-	627/2000	-	2095	2300
EB	L hybrid 2.0 TFSI Auto	-	4 68245	25933	8-A	43	142	7.9	44.8	146	1984	242/4200	54	258/1500	155	1920	0

New Q3

Audi's baby SUV now had bolder looks, decent kit, superb refinement and quality to match.

D	SE 2.0 TDI	-	5 26880	15053	6-M	20	126	9.6	61.4	119	1968	148/3500	-	251/1750	-	1485	1800
D	SE 2.0 TDI quattro	-	5 28440	15358	6-M	20	126	9.3	56.5	131	1968	148/3500	-	251/1750	-	1570	1800
D	SE 2.0 TDI quattro Auto	-	5 30020	16221	7-A	20	126	9.3	55.4	134	1968	148/4000	-	251/1750	-	1605	2000
D	SE 2.0 TDI quattro	-	5 29240	15790	6-M	24	136	7.9	53.3	139	1968	181/3500	280/1800	-	-	1605	2000
D	SE 2.0 TDI quattro	-	5 30820	16643	7-A	24	136	7.9	53.3	139	1968	181/3500	280/1800	-	-	1625	2000
D	S line 2.0 TDI	-	5 29430	16481	6-M	21	126	9.6	60.1	122	1968	148/3500	251/1750	-	-	1485	1800
D	S line 2.0 TDI quattro	-	5 30990	16735	6-M	21	126	9.3	55.4	134	1968	148/3500	251/1750	-	-	1570	1800
D	S line 2.0 TDI quattro Auto	-	5 32570	17588	7-A	21	126	9.3	54.3	137	1968	148/4000	251/1750	-	-	1605	2000
D	S line 2.0 TDI quattro	-	5 31805	17175	6-M	24	136	7.9	51.4	143	1968	181/3500	280/1800	-	-	1605	2000
D	S line 2.0 TDI quattro Auto	-	5 33385	18028	7-A	24	136	7.9	52.3	141	1968	181/3500	280/1800	-	-	1625	2000
D	S line Plus 2.0 TDI quattro	-	5 33340	18004	6-M	21	126	9.3	52.3	140	1968	148/3500	251/1750	-	-	1570	1800
D	S line Plus 2.0 TDI quattro Auto	-	5 34935	18865	7-A	21	126	9.3	51.4	144	1968	148/4000	251/1750	-	-	1605	2000
D	S line Plus 2.0 TDI quattro	-	5 35155	18444	6-M	24	136	7.9	49.6	148	1968	181/3500	280/1800	-	-	1605	2000
D	S line Plus 2.0 TDI quattro Auto	-	5 35735	19297	7-A	25	136	7.9	50.4	146	1968	181/3500	280/1800	-	-	1625	2000

POWER

- D** 320d xDrive Sport Touring Auto
- D** 320d xDrive Luxury Touring
- D** 320d xDrive Luxury Touring Auto
- D** 320d xDrive M Sport Touring
- D** 320d xDrive M Sport Touring Auto
- D** 325d SE Touring
- D** 325d SE Touring Auto
- D** 325d Luxury Touring
- D** 325d Luxury Touring Auto
- D** 325d M Sport Touring
- D** 325d M Sport Touring Auto
- D** 330d SE Touring (Euro 5) Auto
- D** 330d SE Touring (Euro 6) Auto
- D** 330d Luxury Touring (Euro 5) Auto
- D** 330d Luxury Touring (Euro 6) Auto
- D** 330d M Sport Touring (Euro 5) Auto
- D** 330d M Sport Touring (Euro 6) Auto
- D** 330d xDrive SE Touring (Euro 5) Auto
- D** 330d xDrive SE Touring (Euro 6) Auto
- D** 330d xDrive Luxury Touring (Euro 5) Auto
- D** 330d xDrive Luxury Touring (Euro 6) Auto
- D** 330d xDrive M Sport Touring (Euro 5) Auto
- D** 330d xDrive M Sport Touring (Euro 6) Auto
- D** 335d xDrive Luxury Touring Auto
- D** 335d xDrive M Sport Touring Auto
- D** 318d SE GT
- D** 318d SE GT Auto
- D** 318d Sport GT
- D** 318d Sport GT Auto
- D** 318d Luxury GT
- D** 318d Luxury GT Auto
- D** 318d M Sport GT
- D** 318d M Sport GT Auto
- D** 320d SE GT
- D** 320d SE GT Auto
- D** 320d Sport GT
- D** 320d Sport GT Auto
- D** 320d Luxury GT
- D** 320d Luxury GT Auto
- D** 320d M Sport GT
- D** 320d M Sport GT Auto
- D** 325d SE GT
- D** 325d SE GT Auto
- D** 325d Luxury GT
- D** 325d Luxury GT Auto
- D** 325d M Sport GT
- D** 325d M Sport GT Auto
- D** 330d SE GT Auto
- D** 330d Luxury GT Auto
- D** 330d M Sport GT Auto
- D** 330d xDrive SE GT Auto
- D** 330d xDrive Luxury GT Auto
- D** 330d xDrive M Sport GT Auto
- D** 335d xDrive Luxury GT Auto
- D** 335d xDrive M Sport GT Auto

4 Series

The new name for the 3 Series Coupé

- D** 420d SE Coupé
- D** 420d SE Coupé Auto
- D** 420d Sport Coupé
- D** 420d Sport Coupé Auto
- D** 420d Luxury Coupé
- D** 420d Luxury Coupé Auto
- D** 420d M Sport Coupé
- D** 420d M Sport Coupé Auto
- D** 420d xDrive SE Coupé
- D** 420d xDrive SE Coupé Auto
- D** 420d xDrive Sport Coupé
- D** 420d xDrive Sport Coupé Auto
- D** 420d xDrive Luxury Coupé
- D** 420d xDrive Luxury Coupé Auto
- D** 420d xDrive M Sport Coupé
- D** 420d xDrive M Sport Coupé Auto
- D** 425d SE Coupé
- D** 425d SE Coupé Auto
- D** 425d Sport Coupé
- D** 425d Sport Coupé Auto
- D** 425d Luxury Coupé
- D** 425d Luxury Coupé Auto
- D** 425d M Sport Coupé
- D** 425d M Sport Coupé Auto
- D** 430d M Sport Coupé Auto
- D** 430d M Sport Coupé Auto
- D** 430d xDrive Luxury Coupé Auto
- D** 430d xDrive M Sport Coupé Auto
- D** 435d xDrive Luxury Coupé Auto
- D** 435d xDrive M Sport Coupé Auto
- D** 420d SE Convertible
- D** 420d SE Convertible Auto
- D** 420d Sport Convertible
- D** 420d Sport Convertible Auto
- D** 420d Luxury Convertible
- D** 420d Luxury Convertible Auto
- D** 420d M Sport Convertible
- D** 420d M Sport Convertible Auto
- D** 425d SE Convertible
- D** 425d SE Convertible Auto
- D** 425d Sport Convertible
- D** 425d Sport Convertible Auto
- D** 425d Luxury Convertible
- D** 425d Luxury Convertible Auto
- D** 425d M Sport Convertible
- D** 425d M Sport Convertible Auto
- D** 430d Sport Convertible Auto
- D** 430d Luxury Convertible Auto
- D** 430d xDrive Luxury Convertible Auto
- D** 435d xDrive M Sport Convertible Auto
- D** 418d SE Gran Coupé
- D** 418d SE Gran Coupé Auto
- D** 418d Sport Gran Coupé
- D** 418d Sport Gran Coupé Auto
- D** 418d Luxury Gran Coupé
- D** 418d Luxury Gran Coupé Auto
- D** 418d M Sport Gran Coupé
- D** 418d M Sport Gran Coupé Auto
- D** 420d SE Gran Coupé

[illegible]

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PSM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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4 Series (continued)

D	420d SE Gran Coupé Auto	-	5 34045	17023	8-A	29	144	7.5	61.4	121	1995	181/4000	-	280/1750	-	1600	1600
D	420d Sport Gran Coupé	-	5 33395	16998	6-M	29	147	7.7	60.1	124	1995	181/4000	-	280/1750	-	1585	1600
D	420d Sport Gran Coupé Auto	-	5 35545	17773	8-A	29	144	7.5	61.4	121	1995	181/4000	-	280/1750	-	1600	1600
D	420d Luxury Gran Coupé	-	5 34995	17498	6-M	30	147	7.7	60.1	124	1995	181/4000	-	280/1750	-	1585	1600
D	420d Luxury Gran Coupé Auto	-	5 36545	18273	8-A	30	144	7.5	61.4	121	1995	181/4000	-	280/1750	-	1600	1600
D	420d M Sport Gran Coupé	-	5 35495	17478	6-M	30	147	7.7	57.6	128	1995	181/4000	-	280/1750	-	1585	1600
D	420d M Sport Gran Coupé Auto	-	5 37045	18523	8-A	30	144	7.5	60.1	124	1995	181/4000	-	280/1750	-	1600	1600
D	420d xDrive SE Gran Coupé	-	5 33995	16998	6-M	29	147	7.7	57.6	129	1995	181/4000	-	280/1750	-	1600	1800
D	420d xDrive SE Gran Coupé Auto	-	5 35545	17773	8-A	29	142	7.5	58.9	127	1995	181/4000	-	280/1750	-	1675	1800
D	420d xDrive Sport Gran Coupé	-	5 35495	17748	6-M	30	147	7.7	57.6	129	1995	181/4000	-	280/1750	-	1600	1800
D	420d xDrive Sport Gran Coupé Auto	-	5 37045	18523	8-A	30	142	7.5	58.9	127	1995	181/4000	-	280/1750	-	1675	1800
D	420d xDrive Luxury Gran Coupé	-	5 36495	18248	6-M	30	147	7.7	57.6	129	1995	181/4000	-	280/1750	-	1600	1800
D	420d xDrive Luxury Gran Coupé Auto	-	5 38045	19023	8-A	30	142	7.5	58.9	127	1995	181/4000	-	280/1750	-	1675	1800
D	420d xDrive M Sport Gran Coupé	-	5 37125	18563	6-M	30	147	7.7	56.5	133	1995	181/4000	-	280/1750	-	1600	1800
D	420d xDrive M Sport Gran Coupé Auto	-	5 38675	19338	8-A	30	142	7.5	56.5	131	1995	181/4000	-	280/1750	-	1675	1800
D	430d Luxury Gran Coupé	-	5 40445	20223	8-A	39	155	5.6	55.4	134	2993	255/4000	-	413/2000	-	1680	1800
D	430d M Sport Gran Coupé Auto	-	5 40945	20473	8-A	40	155	5.6	53.3	138	2993	255/4000	-	413/2000	-	1680	1800
D	430d xDrive Luxury Gran Coupé Auto	-	5 41945	20973	8-A	39	155	5.3	53.3	140	2993	255/4000	-	413/2000	-	1750	1800
D	430d xDrive M Sport Gran Coupé Auto	-	5 42460	21230	8-A	39	155	5.3	51.4	144	2993	255/4000	-	413/2000	-	1750	1800
D	435d xDrive Luxury Gran Coupé Auto	-	5 45245	22623	8-A	41	155	4.8	50.4	146	2993	308/4000	-	465/1500	-	1760	1800
D	435d xDrive M Sport Gran Coupé Auto	-	5 45745	22873	8-A	41	155	4.8	49.6	149	2993	308/4000	-	465/1500	-	1760	1800

5 Series

Subtle refinements to 5 Series mean lower running costs. It's beautifully built and suitably luxurious.

D	518d SE	-	4 30865	15433	6-M	30	135	9.5	65.7	114	1995	148/4000	-	266/1750	-	1690	1800
D	518d SE Auto	-	4 32415	16208	8-A	30	134	9.4	67.3	110	1995	148/4000	-	266/1750	-	1700	2000
D	518d Luxury	-	4 33665	16833	6-M	31	135	9.5	62.8	119	1995	148/4000	-	266/1750	-	1690	1800
D	518d Luxury Auto	-	4 35215	17608	8-A	31	134	9.4	64.2	115	1995	148/4000	-	266/1750	-	1700	2000
D	518d M Sport	-	4 33665	16833	6-M	31	135	9.5	60.1	124	1995	148/4000	-	266/1750	-	1690	1800
D	518d M Sport Auto	-	4 35215	17608	8-A	31	134	9.4	61.4	120	1995	148/4000	-	266/1750	-	1700	2000
D	520d SE	-	4 32365	15535	6-M	34	147	7.9	65.7	114	1995	188/4000	-	295/1750	-	1695	1800
D	520d SE Auto	-	4 33915	16279	8-A	34	145	7.7	68.9	109	1995	188/4000	-	295/1750	-	1705	2000
D	520d Luxury	-	4 35165	16879	6-M	36	147	7.9	62.8	119	1995	188/4000	-	295/1750	-	1695	1800
D	520d Luxury Auto	-	4 36715	17623	8-A	36	145	7.7	65.7	114	1995	188/4000	-	295/1750	-	1705	2000
D	520d M Sport	-	4 35165	16879	6-M	36	147	7.9	60.1	124	1995	188/4000	-	295/1750	-	1695	1800
D	520d M Sport Auto	-	4 36715	17623	8-A	36	145	7.7	62.8	119	1995	188/4000	-	295/1750	-	1705	2000
D	525d SE	-	4 36980	15532	6-M	39	154	7.0	57.6	129	1995	215/4400	-	332/1500	-	1725	2000
D	525d SE Auto	-	4 38530	16183	8-A	39	150	6.9	60.1	123	1995	215/4400	-	332/1500	-	1730	2000
D	525d Luxury	-	4 39910	16762	6-M	40	154	7.0	55.4	134	1995	215/4400	-	332/1500	-	1725	2000
D	525d Luxury Auto	-	4 41460	17413	8-A	40	150	6.9	57.6	128	1995	215/4400	-	332/1500	-	1730	2000
D	525d M Sport	-	4 39910	16762	6-M	40	154	7.0	53.3	139	1995	215/4400	-	332/1500	-	1725	2000
D	525d M Sport Auto	-	4 41460	17413	8-A	40	150	6.9	56.5	133	1995	215/4400	-	332/1500	-	1730	2000
D	530d SE Auto	-	4 41455	17411	8-A	43	155	5.8	55.4	134	2993	255/4000	-	398/1500	-	1785	2000
D	530d Luxury Auto	-	4 42255	18587	8-A	43	155	5.8	53.3	139	2993	255/4000	-	398/1500	-	1785	2000
D	530d M Sport Auto	-	4 44270	18593	8-A	43	155	5.8	51.4	144	2993	255/4000	-	398/1500	-	1785	2000
D	535d Luxury Auto	-	4 48920	18590	8-A	45	155	5.3	52.3	143	2993	308/4400	-	465/1500	-	1810	2000
D	535d M Sport Auto	-	4 48920	18590	8-A	45	155	5.3	50.4	148	2993	308/4400	-	465/1500	-	1810	2000

PE	ActiveHybrid 5 SE Auto	-	4 47790	19116	8-A	44	155	5.9	44.1	149	2979	302/5800	54	295/1200	155	1925	0
PE	ActiveHybrid 5 Luxury Auto	-	4 48825	19530	8-A	44	155	5.9	41.5	159	2979	302/5800	54	295/1200	155	1925	0
PE	ActiveHybrid 5 M Sport Auto	-	4 50625	20250	8-A	44	155	5.9	40.4	163	2979	302/5800	54	295/1200	155	1925	0
D	518d SE Touring	-	5 33065	16533	6-M	30	130	9.9	60.1	122	1995	148/4000	-	266/1750	-	1795	2000
D	518d SE Touring Auto	-	5 34615	17308	8-A	30	130	9.8	62.8	118	1995	148/4000	-	266/1750	-	1805	2000
D	518d Luxury Touring	-	5 35865	17933	6-M	31	130	9.9	58.9	127	1995	148/4000	-	266/1750	-	1795	2000
D	518d Luxury Touring Auto	-	5 37415	18708	8-A	31	130	9.8	60.1	123	1995	148/4000	-	266/1750	-	1805	2000
D	518d M Sport Touring	-	5 35865	17933	6-M	31	130	9.9	58.9	127	1995	148/4000	-	266/1750	-	1795	2000
D	518d M Sport Touring Auto	-	5 37415	18708	8-A	31	130	9.8	60.1	123	1995	148/4000	-	266/1750	-	1805	2000
D	520d SE Touring	-	5 34565	16591	6-M	34	142	8.1	61.4	122	1995	188/4000	-	295/1750	-	1800	1800
D	520d SE Touring Auto	-	5 36115	17335	8-A	34	140	8.0	62.8	118	1995	188/4000	-	295/1750	-	1810	2000
D	520d Luxury Touring	-	5 37365	17935	6-M	36	142	8.1	58.9	127	1995	188/4000	-	295/1750	-	1800	1800
D	520d Luxury Touring Auto	-	5 38915	18679	8-A	36	140	8.0	60.1	123	1995	188/4000	-	295/1750	-	1810	2000
D	520d M Sport Touring	-	5 37365	17935	6-M	36	142	8.1	58.9	127	1995	188/4000	-	295/1750	-	1800	1800
D	520d M Sport Touring Auto	-	5 38915	18679	8-A	36	140	8.0	60.1	123	1995	188/4000	-	295/1750	-	1810	2000
D	525d SE Touring	-	5 39310	16510	6-M	39	149	7.2	54.3	136	1995	215/4400	-	332/1500	-	1825	2000
D	525d SE Touring Auto	-	5 40860	17161	8-A	39	147	7.1	57.6	129	1995	215/4400	-	332/1500	-	1835	2000
D	525d Luxury Touring	-	5 42125	17639	6-M	40	149	7.2	52.3	141	1995	215/4400	-	332/1500	-	1825	2000
D	525d M Sport Touring	-	5 43675	18344	8-A	40	147	7.1	55.4	134	1995	215/4400	-	332/1500	-	1835	2000
D	525d M Sport Touring Auto	-	5 43675	18344	8-A	40	147	7.1	55.4	134	1995	215/4400	-	332/1500	-	1835	2000
D	530d SE Touring Auto	-	5 43655	18335	8-A	43	155	5.9	53.3	139	2993	255/4000	-	398/1500	-	1895	2000
D	530d Luxury Touring Auto	-	5 46470	19517	8-A	43	155	5.9	51.4	144	2993	255/4000	-	398/1500	-	1895	2000
D	530d M Sport Touring Auto	-	5 46470	19517	8-A	43	155	5.9	51.4	144	2993	255/4000	-	398/1500	-	1895	2000
D	535d Luxury Touring Auto	-	5 51120	19426	8-A	45	155	5.4	49.6	149	2993	308/4400	-	465/1500	-	1925	2000
D	535d M Sport Touring Auto	-	5 51120	19426	8-A	45	155	5.4	49.6	149	2993	308/4400	-	465/1500	-	1925	2000
D	520d SE GT (Euro 5) Auto	-	5 38045	15979	8-A	33	133	8.9	53.3	139	1995	181/4000	-	280/1750	-	1990	2100
D	520d SE GT (Euro 6) Auto	-	5 38045	15979	8-A	33	133	8.9	51.4	144	1995	181/4000	-	280/1750	-	1990	2100
D	520d Luxury GT (Euro 5) Auto	-	5 40845	17155	8-A	34	133	8.9	53.3	139	1995	181/4000	-	280/1750	-	1990	2100
D	520d Luxury GT (Euro 6) Auto	-	5 40845	17155	8-A	34	133	8.9	51.4	144	1995	181/4000	-	280/1750	-	1990	2100
D	520d M Sport GT (Euro 5) Auto	-	5 40845	17155	8-A	34	133	8.9	53.3	139	1995	181/4000	-	280/1750	-	1990	2100
D	520d M Sport GT (Euro 6) Auto	-	5 40845	17155	8-A	34	133	8.9	51.4	144	1995	181/4000	-	280/1750	-	1990	2100
D	530d SE GT Auto	-	5 46965	19725	8-A	43	152	6.2	48.7	153	2993	255/4000	-	413/1500	-	2015	2100
D	530d Luxury GT Auto	-	5 48965	20565	8-A	44	152	6.2	48.7	153	2993	255/4000	-	413/1500	-	2015	2100
D	530d M Sport GT Auto	-	5 49765	20901	8-A	44	152	6.2	48.7	153	2993	255/4000	-	413/1500	-	2015	2100
D	535d Luxury GT Auto	-	5 51885	20754	8-A	46	155	5.7	47.9	154	2993	308/4400	-	465/1500	-	2045	2100
D	535d M Sport GT Auto	-	5 52895	21074	8-A	46	155	5.7	47.9	154	2993	308/4400	-	465/1500	-	2045	2100

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (s)	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PSM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
P	Flair VTI 68	-	5 10685	4274	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Flair VTI 68	-	3 10535	4214	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P	Flair VTI 68	-	5 10935	4374	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P	Flair VTI 68 ETG	-	5 11185	4474	5-A	7	99	14.6	67.3	97	998	68/6000	-	70/4800	-	860	0
P	Flair PureTech 82	-	3 10635	4254	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	865	0
P	Flair PureTech 82	-	5 11035	4414	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	865	0
P	Airscape Feel VTI 68	-	3 10595	4238	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Airscape Feel VTI 68	-	5 10995	4398	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Airscape Feel PureTech 82	334	5 11345	4538	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	865	0
P	Airscape Feel Edition VTI 68	-	5 11195	4478	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Airscape Flair VTI 68	-	3 11535	4614	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P	Airscape Flair VTI 68	-	5 11935	4774	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P	Airscape Flair VTI 68 ETG	-	5 12185	4874	5-A	7	99	14.6	67.3	97	998	68/6000	-	70/4800	-	860	0
P	Airscape Flair PureTech 82	-	3 11635	4654	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	865	0
P	Airscape Flair PureTech 82	-	5 12035	4814	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	865	0

C3

Not beat Fiesta for driving edge but oozes style and quality, with a large dollop of French charm.

P	VT PureTech 68	-	5 11075	4652	5-M	8	101	14.2	65.7	99	999	67/6000	-	70/3000	-	1048	775
D	VT HDI 70	-	5 13230	5557	5-M	10	101	13.5	74.3	99	1398	67/4000	-	118/1750	-	1145	950
D	VTR+ PureTech 82 ETG	-	5 14135	5937	6-A	12	110	14.4	65.7	99	1199	81/5750	-	87/2750	-	1055	1100
D	VTR+ HDI 70	-	5 14590	6128	5-M	10	101	13.5	74.3	99	1398	67/4000	-	118/1750	-	1145	950
D	VTR+ HDI 70 ETG	-	5 15210	6388	6-A	10	101	16.2	83.1	87	1398	67/4000	-	118/1750	-	1155	950
D	VTR+ e-HDI 90	-	5 15390	6464	5-M	18	113	11.3	78.5	95	1560	91/4000	-	170/1750	-	1160	1150
D	Selection e-HDI 90	-	5 15740	6611	5-M	18	113	11.3	78.5	95	1560	91/4000	-	170/1750	-	1160	1150
D	Exclusive e-HDI 90	-	5 16240	6821	5-M	18	113	11.3	78.5	95	1560	91/4000	-	170/1750	-	1160	1150
D	Exclusive e-HDI 90 ETG	-	5 16860	7081	6-A	18	111	11.8	74.3	99	1560	91/4000	-	170/1750	-	1165	1150
D	Exclusive BlueHDI 100	-	5 16790	7052	5-M	18	117	10.8	83.1	87	1560	98/3750	-	187/1750	-	1280	1150

Rating ★★★★★

Berlingo Multispace

Citroën pulls off the balancing act of van-based design that feels like car. There's a Tardis-inspired loadspace too.

D	VTR HDI 75 5-seat	-	5 14655	6448	5-M	4	94	17.1	54.3	135	1560	74/4000	-	136/1500	-	1601	1200
D	VTR HDI 90 5-seat	-	5 15105	6646	5-M	10	107	14.3	54.3	135	1560	91/4000	-	170/1750	-	1601	1300
D	VTR HDI 90 7-seat	-	5 15950	7018	5-M	7	101	15.2	51.4	144	1560	91/4000	-	170/1750	-	1674	1170
D	VTR e-HDI 90 ETG 5-seat	-	5 15875	6985	6-A	9	103	15.5	64.2	115	1560	91/4000	-	170/1750	-	1624	1300
D	Plus HDI 90 5-seat	-	5 15805	6954	5-M	8	102	14.3	54.3	135	1560	91/4000	-	170/1750	-	1601	1300
D	XTR HDI 90 5-seat	-	5 17155	7548	5-M	8	102	14.3	54.3	135	1560	91/4000	-	170/1750	-	1601	1300
D	XTR e-HDI 90 ETG 5-seat	-	5 17525	7711	6-A	9	103	15.5	64.2	115	1560	91/4000	-	170/1750	-	1624	1300
D	XTR HDI 115 5-seat	300	5 17905	7162	5-M	10	107	12.1	55.4	134	1560	113/3600	-	177/1500	-	1624	1300

Rating ★★★★★

C4 Picasso

A gem to look at and practical too. HDi engines are strong and won't punish at the pumps.

D	VTR+ HDI 90	-	5 16230	6817	5-M	12	108	13.5	68.9	107	1560	91/4000	-	170/1750	-	1404	1200
D	Selection HDI 90	-	5 16780	7048	5-M	12	108	13.5	68.9	107	1560	91/4000	-	170/1750	-	1404	1200
D	Exclusive HDI 90	-	5 17330	7279	5-M	12	108	13.5	68.9	107	1560	91/4000	-	170/1750	-	1404	1200
D	Exclusive HDI 115	316	5 18050	7581	6-M	15	114	11.2	61.4	119	1560	113/3600	-	199/1750	-	1436	1200

Rating ★★★★★

C4 Cactus

Sets the tone for the future of Citroën cars. It's funky, ultra cool and affordable, and pretty practical, too.

D	Touch BlueHDI 100	-	5 15490	5886	5-M	18	114	10.7	74.3	99	1560	98/3750	-	187/1750	-	1225	825
P	Feel PureTech 82 ETG	-	5 15390	5848	6-A	7	107	15.0	65.7	98	1199	81/5750	-	87/2750	-	1155	725
D	Feel BlueHDI 100	-	5 16690	6342	5-M	18	114	10.7	74.3	99	1560	98/3750	-	187/1750	-	1225	825
D	Feel BlueHDI 100 Airbeam Pack	-	5 16690	6342	5-M	18	114	10.7	91.1	82	1560	98/3750	-	187/1750	-	1225	825
D	Feel e-HDI 92 ETG	-	5 16890	6418	6-A	16	113	11.4	80.7	92	1560	91/4000	-	170/1750	-	1250	825
P	Flair PureTech 82 ETG	-	5 16790	6380	6-A	8	107	15.0	65.7	100	1199	81/5750	-	87/2750	-	1155	725
D	Flair BlueHDI 100	331	5 18090	6874	5-M	18	114	10.7	74.3	99	1560	98/3750	-	187/1750	-	1225	825
D	Flair e-HDI 92 ETG	328	5 18290	6950	6-A	16	113	11.4	78.5	94	1560	91/4000	-	170/1750	-	1250	825

Rating ★★★★★

New C4

Updated with engines that are kind to the pocket. Won't set your pulse racing, focussing on comfort instead.

D	Touch BlueHDI 100	-	5 16745	6363	5-M	20	111	11.5	78.5	95	1560	98/3750	-	187/1750	-	1200	1550	
D	Feel BlueHDI 100	-	5 17345	6591	5-M	20	111	11.5	78.5	95	1560	98/3750	-	187/1750	-	1200	1550	
D	Feel BlueHDI 100	-	5 17545	6667	5-M	tba	111	11.5	85.6	86	1560	98/3750	-	187/1750	-	1205	1550	
D	Feel BlueHDI 120 Auto	-	5	tba	tba	6-A	tba	122	11.1	74.3	98	1560	118/3500	-	221/1750	-	1300	1450
D	Flair BlueHDI 100	-	5 18345	6971	5-M	20	111	11.5	78.5	95	1560	98/3750	-	187/1750	-	1200	1550	
D	Flair BlueHDI 120	-	5 19145	7275	6-M	25	122	11.1	78.5	95	1560	118/3500	-	221/1750	-	1280	1550	
D	Flair BlueHDI 120 Auto	-	5	tba	tba	6-A	tba	122	11.1	74.3	98	1560	118/3500	-	221/1750	-	1300	1450
D	Flair BlueHDI 150	-	5 20045	8419	6-M	29	128	8.8	74.3	98	1997	148/4000	-	273/2000	-	1360	1750	

ACRONYM ATTACK



WHAT DOES TPMS MEAN?

It's an acronym that has become more common than ever, as it stands for Tyre Pressure Monitoring System, and is now a legal requirement on every new car sold in Europe. The system constantly monitors the tyre's pressures and alerts drivers to an underinflated tyre by way of a dashboard warning light. Some systems monitor the actual pressure and report it to the instrument cluster, highlighting any significant variances in pressure, while others are simpler, and purely alert the driver if it detects some degree of deflation via the speed sensors on the anti-lock brakes and electronic stability control system. Whichever system is fitted to your car, if the warning light that looks like a tyre with an exclamation mark inside it comes on, it is important to stop as soon as it is safe to do so, and inspect each tyre to identify which of them has a problem.

LONG TERM TEST

C4 Picasso

Bold styling and a significant uplift in quality mark this C4 Picasso as being the best yet.

Rating ★★★★★

D	VTR HDI 90	-	5 18450	7380	5-M	15	108	12.9	67.3	110	1560	91/4000	-	170/1750	-	1279	1450
D	VTR+ HDI 90	-	5 19710	7884	5-M	15	108	12.9	67.3	110	1560	91/4000	-	170/1750	-	1279	1450
D	VTR+ e-HDI 90 ETG6	-	5 20410	8164	6-A	15	109	13.7	74.3	98	1560	91/4000	-	170/1750	-	1289	1400
D	VTR+ e-HDI 115	-	5 20510	8204	6-M	18	117	11.8	70.6	105	1560	113/3600	-	199/1750	-	1298	1600
D	VTR+ e-HDI 115 ETG6	-	5 21010	8404	6-A	18	117	12.3	70.6	104	1560	113/3600	-	199/1750	-	1295	1600
D	Selection e-HDI 115	-	5 20935	8374	6-M	18	117	11.8	70.6	105	1560	113/3600	-	199/1750	-	1298	1600
D	Exclusive e-HDI 115	-	5 21810	8724	6-M	17	117	11.8	70.6	105	1560	113/3600	-	199/1750	-	1298	1600
D	Exclusive e-HDI 115 ETG6	-	5 22310	8924	6-A	17	117	12.3	70.6	105	1560	113/3600	-	199/1750	-	1295	1600
D	Exclusive BlueHDI 150	-	5 23010	9204	6-M	24	130	9.7	72.4	102	1997	148/4000	-	273/2000	-	1415	1700
D	Exclusive BlueHDI 150 Automatic	-	5 24010	9604	6-A	24	129	10.2	62.8	117	1997	148/4000	-	273/2000	-	1476	1700
D	Exclusive+ e-HDI 115	-	5 24210	9684	6-M	18	117	11.8	70.6	105	1560	113/3600	-	199/1750	-	1298	1600
D	Exclusive+ e-HDI 115 ETG6	-	5 24710	9884	6-A	18	117	12.3	70.6	105	1560	113/3600	-	199/1750	-	1295	1600
D	Exclusive+ BlueHDI 150	-	5 25410	10164	6-M	24	130	9.7	72.4	102	1997	148/4000	-	273/2000	-	1415	1700
D	Exclusive+ BlueHDI 150 Automatic	-	5 26410	10564	6-A	24	129	10.2	62.8	117	1997	148/4000	-	273/2000	-	1476	1700
D	Grand VTR+ HDI 90 ETG6	-	5 20850	8340	6-A	15	109	14.0	74.3	98	1560	91/4000	-	170/1750	-	1316	1300
D	Grand VTR+ e-HDI 90 ETG6	-	5 22110	8844	6-A	15	109	14.0	74.3	98	1560	91/4000	-	170/1750	-	1316	1300
D	Grand VTR+ e-HDI 115	-	5 22210	8884	6-M	19	117	12.1	70.6	105	1560	113/3600	-	199/1750	-	1320	1500
D	Grand VTR+ e-HDI 115 ETG6	-	5 22710	9084	6-A	19	117	12.6	70.6	104	1560	113/3600	-	199/1750	-	1320	1500
D	Grand Selection e-HDI 115	-	5 22635	9054	6-M	19	117	12.1	70.6	105	1560	113/3600	-	199/1750	-	1320	1500
D	Grand Exclusive e-HDI 115	322	5 23510	9404	6-M	18	117	12.1	70.6	105	1560	113/3600	-	199/1750	-	1320	1500
D	Grand Exclusive e-HDI 115 ETG6	-	5 24010	9604	6-A	18	117	12.6	70.6	105	1560	113/3600	-	199/1750	-	1320	1500
D	Grand Exclusive BlueHDI 150	-	5 24710	9884	6-A	24	130	9.8	72.4	102	1997	148/4000	-	273/2000	-	1430	1700






POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
500 (continued)																	
C	C S 0.9 TwinAir	-	3 16170	8085	5-M	15	107	11.0	70.6	92	875	84/5500	-	107/1900	-	970	800
P	C S 0.9 TwinAir Dualogic	-	3 16920	8460	5-A	15	107	11.0	72.4	90	875	84/5500	-	107/1900	-	970	800
C	C S 0.9 TwinAir	-	3 16650	7659	6-M	18	117	10.0	67.3	99	875	103/5500	-	107/2000	-	980	800
D	C S 1.3 MultiJet	-	2 17370	7295	5-M	17	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	1020	800
P	C Cult 0.9 TwinAir	-	3 16900	8450	5-M	16	107	11.0	70.6	92	875	84/5500	-	107/1900	-	970	800
C	C Cult 0.9 TwinAir Dualogic	-	3 15200	7600	5-M	16	107	11.0	72.4	90	875	84/5500	-	107/1900	-	970	800
C	C Cult 0.9 TwinAir	-	3 17500	8050	6-M	19	117	10.0	67.3	99	875	103/5500	-	107/2000	-	980	800
D	C Cult 1.3 MultiJet	-	2 18100	7602	5-M	17	112	10.7	76.3	97	1248	94/4000	-	148/1500	-	1020	800

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
500X																	
	Fiat's answer to the booming baby crossover market, sharing its underpinnings with the Jeep Renegade.																
D	Popstar 1.3 MultiJet	-	5 18095	tba	tba	tba	tba	tba	tba	109	tba	-	tba	-	tba	tba	tba
D	Popstar 1.6 MultiJet	-	5 19095	tba	6-M	tba	t16	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Lounge 1.6 MultiJet	-	5 20845	tba	6-M	tba	t16	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Cross 1.6 MultiJet	-	5 20095	tba	6-M	tba	t16	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Cross 2.0 MultiJet 4x4 Automatic	-	5 24095	tba	9-A	tba	t18	9.8	51.4	144	1956	138/4000	-	258/1750	-	1495	1200
D	Cross Plus 1.6 MultiJet	-	5 21845	tba	6-M	tba	t16	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Cross Plus 2.0 MultiJet 4x4 Automatic	-	5 25845	tba	9-A	tba	t18	9.8	51.4	144	1956	138/4000	-	258/1750	-	1495	1200
D	Opening Edition 2.0 MultiJet 4x4 Automatic	-	5 25845	tba	9-A	tba	t18	9.8	51.4	144	1956	138/4000	-	258/1750	-	1495	1200

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
500L																	
	Love your 500 but accidentally had a family? Fiat stretches the Punto to make this rather roomy option available.																
D	Pop Star 1.3 MultiJet	-	5 16690	7344	5-M	8	102	14.9	67.3	110	1248	83/3500	-	148/1500	-	1295	1000
D	Pop Star 1.3 MultiJet Dualogic	-	5 17390	7740	5-A	8	102	15.5	70.6	105	1248	83/3500	-	148/1500	-	1300	1000
D	Pop Star 1.6 MultiJet	-	5 17690	7784	6-M	8	112	11.3	62.8	117	1598	103/3700	-	236/1750	-	1365	1100
D	Pop Star 1.6 MultiJet	-	5 18190	8040	6-M	8	117	10.7	61.4	120	1598	118/3750	-	236/1750	-	1370	1100
D	Lounge 1.3 MultiJet	-	5 18090	7960	5-M	9	102	14.9	67.3	110	1248	83/3500	-	148/1500	-	1295	1000
D	Lounge 1.3 MultiJet Dualogic	-	5 18990	8356	5-M	9	102	15.5	70.6	105	1248	83/3500	-	148/1500	-	1300	1000
D	Lounge 1.6 MultiJet	316	5 19990	8400	6-M	8	112	11.3	62.8	117	1598	103/3700	-	236/1750	-	1365	1100
D	Lounge 1.6 MultiJet	-	5 19590	8620	6-M	8	117	10.7	61.4	120	1598	118/3750	-	236/1750	-	1370	1100
D	Trekking 1.3 MultiJet	-	5 18790	8268	5-M	7	99	15.3	65.7	114	1248	83/3500	-	148/1500	-	1315	1000
D	Trekking 1.3 MultiJet Dualogic	-	5 19690	8604	5-A	7	98	16.1	67.3	109	1248	83/3500	-	148/1500	-	1395	1000
D	Trekking 1.6 MultiJet	-	5 19790	8708	6-M	5	109	12.0	60.1	122	1598	103/3700	-	236/1750	-	1440	1100
D	Trekking 1.6 MultiJet	-	5 20290	9328	6-M	5	114	11.0	58.9	125	1598	118/3750	-	236/1750	-	1375	1100
D	Beats Edition 1.6 MultiJet	-	5 21290	8268	6-M	16	109	12.0	60.1	122	1598	103/3700	-	236/1750	-	1440	1100
D	Beats Edition 1.6 MultiJet	-	5 21790	9588	6-M	16	114	11.0	58.9	125	1598	118/3750	-	236/1750	-	1375	1100
D	MPW Pop Star 1.3 MultiJet (5-seats)	-	5 17330	7625	5-M	8	102	15.1	67.3	110	1248	83/3500	-	148/1500	-	1315	1000
D	MPW Pop Star 1.3 MultiJet (7-seats)	-	5 18030	7933	5-M	8	102	15.1	67.3	110	1248	83/3500	-	148/1500	-	1315	1000
D	MPW Pop Star 1.3 MultiJet Dualogic (5-seats)	-	5 18230	8021	5-A	8	102	16.0	70.6	105	1248	83/3500	-	148/1500	-	1320	1000
D	MPW Pop Star 1.3 MultiJet Dualogic (7-seats)	-	5 18930	8309	5-M	8	102	16.0	70.6	105	1248	83/3500	-	148/1500	-	1320	1000
D	MPW Pop Star 1.6 MultiJet (5-seats)	-	5 18330	8065	6-M	17	112	11.8	62.8	117	1598	103/3750	-	236/1750	-	1395	1100
D	MPW Pop Star 1.6 MultiJet (7-seats)	-	5 19030	8373	6-M	17	112	11.8	62.8	117	1598	118/3750	-	236/1750	-	1395	1100
D	MPW Pop Star 1.6 MultiJet (5-seats)	-	5 18830	8285	6-M	17	117	11.1	61.4	120	1598	118/3750	-	236/1750	-	1400	1100
D	MPW Pop Star 1.6 MultiJet (7-seats)	-	5 19530	8593	6-M	17	117	11.1	61.4	120	1598	118/3750	-	236/1750	-	1400	1100
D	MPW Lounge 1.3 MultiJet (5-seats)	-	5 18830	8285	6-M	9	102	15.1	67.3	110	1248	83/3500	-	148/1500	-	1315	1000
D	MPW Lounge 1.3 MultiJet (7-seats)	-	5 19530	8593	6-M	9	102	15.1	67.3	110	1248	83/3500	-	148/1500	-	1315	1000
D	MPW Lounge 1.3 MultiJet Dualogic (5-seats)	-	5 19730	8681	5-M	9	102	16.0	70.6	105	1248	83/3500	-	148/1500	-	1320	1000
D	MPW Lounge 1.3 MultiJet Dualogic (7-seats)	-	5 20430	8989	5-M	9	102	16.0	70.6	105	1248	83/3500	-	148/1500	-	1320	1000
D	MPW Lounge 1.6 MultiJet (5-seats)	-	5 19830	8725	6-M	17	112	11.8	62.8	117	1598	103/3750	-	236/1750	-	1395	1100
D	MPW Lounge 1.6 MultiJet (7-seats)	-	5 20530	9033	6-M	17	112	11.8	62.8	117	1598	118/3750	-	236/1750	-	1395	1100
D	MPW Lounge 1.6 MultiJet (5-seats)	-	5 20330	8945	6-M	17	117	11.1	61.4	120	1598	118/3750	-	236/1750	-	1400	1100
D	MPW Lounge 1.6 MultiJet (7-seats)	-	5 21030	9253	6-M	17	117	11.1	61.4	120	1598	118/3750	-	236/1750	-	1400	1100

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
Panda																	
	Fiat's solution to the urban crush is a practical pipsqueak with pizzazz. It's pretty cheap and nicely kitted out too.																
D	Pop 1.3 MultiJet	-	5 11295	4970	5-M	7	104	12.8	72.4	103	1248	74/4000	-	140/1500	-	1110	900
P	Easy 0.9 TwinAir	-	5 11095	4882	5-M	7	110	11.2	67.3	99	875	85/5500	-	107/1900	-	1050	800
P	Easy 0.9 TwinAir Dualogic	-	5 11845	5212	5-M	7	110	11.5	68.9	95	875	76/5500	-	74/2000	-	1050	800
D	Easy 1.3 MultiJet	-	5 12095	5322	5-M	7	104	12.8	72.4	103	1248	74/4000	-	140/1500	-	1110	900
P	Lounge 0.9 TwinAir	-	5 11595	5102	5-M	7	110	11.2	67.3	99	875	85/5500	-	107/1900	-	1050	800
P	Lounge 0.9 TwinAir Dualogic	-	5 12345	5432	5-M	7	110	11.5	68.9	95	875	76/5500	-	74/2000	-	1050	800
D	Lounge 1.3 MultiJet	300	5 12595	5542	5-M	7	104	12.8	72.4	103	1248	74/4000	-	140/1500	-	1110	900
D	Trekking 1.3 MultiJet	-	5 13795	6070	5-M	7	100	13.2	67.3	109	1248	74/4000	-	140/1500	-	1110	900
D	4x4 1.3 MultiJet	-	5 15295	6730	5-M	7	99	14.5	60.1	124	1248	74/4000	-	140/1500	-	1190	900
D	Cross 4x4 1.3 MultiJet	-	5 16945	7456	5-M	9	99	14.3	60.1	124	1248	79/4000	-	140/1500	-	1155	900

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
Qubo																	
	Who you looking at, fish face? Behind the trout pout though, it's a frugal warehouse on wheels.																
D	Active 1.3 MultiJet	-	5 13405	5094	5-M	5	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
D	Active 1.3 MultiJet Dualogic	-	5 14515	5516	5-M	5	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
D	MyLife 1.3 MultiJet	-	5 14405	5474	5-M	6	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
D	MyLife 1.3 MultiJet Dualogic	-	5 15515	5896	5-M	6	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
D	MyLife 1.3 MultiJet	-	5 14815	5630	5-M	8	105	12.2	68.9	107	1248	94/4000	-	148/1500	-	1275	1000
D	Trekking 1.3 MultiJet	-	5 15315	5820	5-M	8	105	12.2	68.9	107	1248	94/4000	-	148/1500	-	1275	1000

New Doblo														Rating				COMING SOON	
May well be enormous inside, but it isn't exactly gifted in the looks department.																			
	Easy 1.6 MultiJet Dualogic	-	5	16700	6012	5-M	7	98	15.4	56.5	133	1598	tba	-	tba	-	tba	tba	
	Easy 1.6 MultiJet	-	5	15900	6042	6-M	12	102	13.4	51.4	145	1598	tba	-	tba	-	tba	tba	
	Easy Air 1.6 MultiJet	-	5	16245	6173	6-M	12	102	13.4	51.4	145	1598	tba	-	tba	-	tba	tba	
	Lounge 1.6 MultiJet Dualogic	-	5	17980	6761	5-M	8	98	15.4	56.5	133	1598	tba	-	tba	-	tba	tba	
	Lounge 1.6 MultiJet	-	5	17980	6832	6-M	12	102	13.4	51.4	145	1598	tba	-	tba	-	tba	tba	

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (s)	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR BHP/PS	ELECTRIC TORQUE LB FT/NM	ELECTRIC MOTOR TORQUE LB FT/NM	TOWING WEIGHT (KG)	TOWING WEIGHT (KG)
	D Titanium X 2.0 TDCi AWD Auto	-	5 30580	15902	6-A	26	124	10.0	52.3	140	1997	177/bhp	-	295/tbhp	-	1716	2100
	D Titanium X Sport 2.0 TDCi 2WD	-	5 30045	16224	6-M	24	121	10.1	60.1	122	1997	148/bhp	-	273/tbhp	-	1614	1900
	D Titanium X Sport 2.0 TDCi AWD	-	5 32045	16663	6-M	27	126	9.2	54.3	135	1997	177/bhp	-	295/tbhp	-	1702	2100
	D Titanium X Sport 2.0 TDCi AWD Auto	-	5 33530	17436	6-A	27	124	10.0	52.3	140	1997	177/bhp	-	295/tbhp	-	1716	2100

New Mondeo

It's been a long time coming, with sharp Aston Martin-esque styling and super frugal engines.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (s)	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR BHP/PS	ELECTRIC TORQUE LB FT/NM	ELECTRIC MOTOR TORQUE LB FT/NM	TOWING WEIGHT (KG)	TOWING WEIGHT (KG)
	D Titanium Hybrid 2.0 Ti-VCT	-	4 24995	9998	6-A	21	116	9.2	67.3	99	1999	188/6000	118	128/4000	1bhp	1579	0
	D Style 1.6 TDCi Econetic	-	5 20795	8318	6-M	17	119	12.1	78.5	94	1560	114/3600	-	199/1750	-	1494	400
	D Style 2.0 TDCi Econetic	-	5 21545	8618	6-M	23	134	9.4	68.9	107	1997	148/3500	-	258/2000	-	1578	1600
	D Zetec 1.6 TDCi Econetic	-	5 21795	8718	6-M	17	119	12.1	78.5	94	1560	114/3600	-	199/1750	-	1494	400
	D Zetec 2.0 TDCi Econetic	-	5 22545	9018	6-M	23	134	9.4	68.9	107	1997	148/3500	-	258/2000	-	1578	1600
	D Zetec 2.0 TDCi Auto	-	5 23795	9518	6-A	23	132	9.9	58.9	125	1997	148/3500	-	258/2000	-	1581	2000
	D Titanium 1.6 TDCi Econetic	-	5 22995	9198	6-M	17	119	12.1	78.5	94	1560	114/3600	-	199/1750	-	1494	400
	D Titanium 2.0 TDCi	335	5 23495	9398	6-M	23	134	9.3	64.2	115	1997	148/3500	-	258/2000	-	1578	1800
	D Titanium 2.0 TDCi Econetic	-	5 23745	9498	6-M	23	134	9.4	68.9	107	1997	148/3500	-	258/2000	-	1578	1600
	D Titanium 2.0 TDCi Auto	-	5 24995	9998	6-A	23	132	9.9	58.9	125	1997	148/3500	-	258/2000	-	1581	2000
	D Titanium 2.0 TDCi	-	5 24245	9698	6-M	27	140	8.3	64.2	115	1997	177/3500	-	295/2000	-	1584	1800
	D Titanium 2.0 TDCi Auto	-	5 25745	10298	6-A	27	139	8.6	58.9	125	1997	177/3500	-	295/2000	-	1589	2000
	D Estate Style 1.6 TDCi Econetic	-	5 22045	8818	6-M	17	116	12.3	74.3	99	1560	114/3600	-	199/1750	-	1515	400
	D Estate Style 2.0 TDCi Econetic	-	5 22795	9118	6-M	23	130	9.5	67.3	109	1997	148/3500	-	258/2000	-	1597	1800
	D Estate Zetec 1.6 TDCi Econetic	-	5 23045	9218	6-M	17	116	12.3	74.3	99	1560	114/3600	-	199/1750	-	1515	400
	D Estate Zetec 2.0 TDCi Econetic	-	5 23795	9518	6-M	23	130	9.5	67.3	109	1997	148/3500	-	258/2000	-	1597	1800
	D Estate Zetec 2.0 TDCi Auto	-	5 24915	9966	6-A	23	129	10.0	57.7	128	1997	148/3500	-	258/2000	-	1601	2000
	D Estate Titanium 1.6 TDCi Econetic	-	5 24245	9698	6-M	17	116	12.3	74.3	99	1560	114/3600	-	199/1750	-	1515	400
	D Estate Titanium 2.0 TDCi	-	5 24745	9898	6-M	23	130	9.4	62.8	117	1997	148/3500	-	258/2000	-	1597	1800
	D Estate Titanium 2.0 TDCi Econetic	-	5 24995	9998	6-M	23	130	9.5	67.3	109	1997	148/3500	-	258/2000	-	1597	1800
	D Estate Titanium 2.0 TDCi Auto	-	5 26115	10446	6-M	23	129	10.0	57.7	128	1997	148/3500	-	258/2000	-	1601	2000
	D Estate Titanium 2.0 TDCi	-	5 25495	10198	6-M	27	134	8.2	62.8	117	1997	177/3500	-	295/2000	-	1602	1800
	D Estate Titanium 2.0 TDCi Auto	-	5 26865	10746	6-A	27	135	8.7	57.7	128	1997	177/3500	-	295/2000	-	1609	2000

Rating ★★★★★

Tourneo Connect

Much more than a van with windows, with top drawer car-like handling, safety kit and equipment.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (s)	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR BHP/PS	ELECTRIC TORQUE LB FT/NM	ELECTRIC MOTOR TORQUE LB FT/NM	TOWING WEIGHT (KG)	TOWING WEIGHT (KG)
	D Style 1.6 TDCi	-	5 14945	5380	5-M	6	100	14.7	56.5	130	1560	94/3600	-	170/1500	-	1468	1100
	D Style 1.6 TDCi (Fuel Economy Pack)	-	5 15305	5510	5-M	6	100	14.7	61.4	120	1560	94/3600	-	170/1500	-	1468	1100
	D Zetec 1.6 TDCi	-	5 16595	5974	5-M	6	100	14.7	56.5	130	1560	94/3600	-	170/1500	-	1468	1100
	D Zetec 1.6 TDCi (Fuel Economy Pack)	-	5 16855	6104	5-M	6	100	14.7	61.4	120	1560	94/3600	-	170/1500	-	1468	1100
	D Zetec 1.6 TDCi	-	5 17195	6190	6-M	8	103	13.8	58.9	130	1560	114/3600	-	199/1750	-	1477	1100
	D Titanium 1.6 TDCi	-	5 17595	6334	5-M	7	100	14.7	56.5	130	1560	94/3600	-	170/1500	-	1468	1100
	D Titanium 1.6 TDCi (Fuel Economy Pack)	-	5 17955	6464	5-M	7	100	14.7	61.4	120	1560	94/3600	-	170/1500	-	1468	1100
	D Titanium 1.6 TDCi	-	5 18195	6550	6-M	9	103	13.8	58.9	130	1560	114/3600	-	199/1750	-	1477	1100
	D Grand Style 1.6 TDCi	-	5 17195	6190	5-M	6	100	15.1	56.5	130	1560	94/3600	-	170/1500	-	1524	845
	D Grand Style 1.6 TDCi (Fuel Economy Pack)	-	5 17555	6320	5-M	6	100	15.1	61.4	121	1560	94/3600	-	170/1500	-	1524	845
	D Grand Zetec 1.6 TDCi	-	5 18845	6784	5-M	7	100	15.1	56.5	130	1560	94/3600	-	170/1500	-	1524	845
	D Grand Zetec 1.6 TDCi (Fuel Economy Pack)	-	5 19205	6914	5-M	7	100	15.1	61.4	121	1560	94/3600	-	170/1500	-	1524	845
	D Grand Zetec 1.6 TDCi	-	5 19445	7000	6-M	9	103	14.1	58.9	130	1560	114/3600	-	199/1750	-	1533	845
	D Titanium 1.6 TDCi	325	5 20445	7360	6-M	9	103	14.1	58.9	130	1560	114/3600	-	199/1750	-	1533	845

Rating ★★★★★

New S-MAX

















For the boyracer parent that doesn't want to grow up. Mixes Ford's latest design language with 7-seat practicality.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (s)	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR BHP/PS	ELECTRIC TORQUE LB FT/NM	ELECTRIC MOTOR TORQUE LB FT/NM	TOWING WEIGHT (KG)	TOWING WEIGHT (KG)
	D Zetec 2.0 TDCi	-	5 25245	11613	6-M	24	114	13.4	56.5	129	1997	118/bhp	-	229/bhp	-	tba	tba
	D Zetec 2.0 TDCi	-	5 25995	11958	6-M	24	123	10.8	56.5	129	1997	148/bhp	-	258/bhp	-	tba	tba
	D Zetec 2.0 TDCi Auto	-	5 27545	12671	6-A	24	122	10.8	52.3	139	1997	148/bhp	-	258/bhp	-	tba	tba
	D Titanium 2.0 TDCi	-	5 27695	12740	6-M	24	123	10.8	56.5	129	1997	148/bhp	-	258/bhp	-	tba	tba
	D Titanium 2.0 TDCi Auto	-	5 29245	13453	6-A	24	122	10.8	52.3	139	1997	148/bhp	-	258/bhp	-	tba	tba
	D Titanium 2.0 TDCi AWD	-	5 29195	13430	6-M	24	122	12.1	52.3	139	1997	148/bhp	-	258/bhp	-	tba	tba
	D Titanium 2.0 TDCi	-	5 28445	13085	6-M	24	131	9.7	56.5	129	1997	177/bhp	-	295/bhp	-	tba	tba
	D Titanium 2.0 TDCi Auto	-	5 29995	13798	6-A	24	129	9.5	52.3	139	1997	177/bhp	-	295/bhp	-	tba	tba
	D Titanium Sport 2.0 TDCi	-	5 29945	13775	6-M	24	131	9.7	56.5	129	1997	177/bhp	-	295/bhp	-	tba	tba
	D Titanium Sport 2.0 TDCi Auto	-	5 31495	14488	6-A	24	129	9.5	52.3	139	1997	177/bhp	-	295/bhp	-	tba	tba
	D Titanium Sport 2.0 TDCi AWD Auto	-	5 32945	15155	6-A	24	128	10.5	48.7	149	1997	177/bhp	-	295/bhp	-	tba	tba
	D Titanium Sport 2.0 TDCi Auto	-	5 32260	14840	6-A	24	135	8.8	51.4	144	1997	207/bhp	-	332/bhp	-	tba	tba

Rating ★★★★★

Galaxy

One of the best large MPVs on the market. It's top-notch to drive, has lots of space and is practical.

	Zetec 2.0 TDCi	-	5 26645	11191	6-M	20	120	10.6	53.3	139	1997	138/3750	-	236/1750	-	1733	1800
	Zetec 2.0 TDCi Auto	-	5 28125	11813	6-A	20	118	11.1	49.6	149	1997	138/3750	-	236/1750	-	1731	1800
	Titanium 1.6 TDCi	-	5 28360	11911	6-M	17	111	13.4	54.3	139	1560	114/3600	-	199/1750	-	1734	1400
	Titanium 2.0 TDCi	-	5 28545	11989	6-M	20	120	10.6	53.3	139	1997	138/3750	-	236/1750	-	1733	1800
	Titanium 2.0 TDCi Auto	-	5 30000	12600	6-A	20	118	11.1	49.6	149	1997	138/3750	-	236/1750	-	1731	1800
	Titanium 2.0 TDCi	-	5 29145	12241	6-M	22	126	9.8	53.3	139	1997	161/3750	-	251/2000	-	1733	1800
	Titanium 2.0 TDCi Auto	276	5 30625	12863	6-A	22	124	10.4	49.6	149	1997	161/3750	-	251/2000	-	1731	1800
	Titanium 2.2 TDCi	-	5 30375	12150	6-M	26	134	8.8	41.5	179	2179	197/3500	-	310/1750	-	1840	1800
	Titanium 2.2 TDCi Auto	-	5 31835	12734	6-M	26	130	9.1	39.8	189	2179	197/3500	-	310/1750	-	1841	2000
	Titanium X 1.6 TDCi	-	5 30860	12961	6-M	18	111	13.4	54.3	139	1560	114/3600	-	199/1750	-	1734	1400
	Titanium X 2.0 TDCi	-	5 31045	13039	6-M	21	120	10.6	53.3	139	1997	138/3750	-	236/1750	-	1733	1800
	Titanium X 2.0 TDCi Auto	-	5 32525	13661	6-A	21	118	11.1	49.6	149	1997	138/3750	-	236/1750	-	1731	1800
	Titanium X 2.0 TDCi	-	5 31645	13291	6-M	23	126	9.8	53.3	139	1997	161/3750	-	251/2000	-	1733	1800
	Titanium X 2.0 TDCi Auto	-	5 33125	13913	6-A	23	124	10.4	49.6	149	1997	161/3750	-	251/2000	-	1731	1800
	Titanium X 2.2 TDCi	-	5 32875	13150	6-M	27	134	8.8	41.5	179	2179	197/3500	-	310/1750	-	1840	1800
	Titanium X 2.2 TDCi Auto	-	5 34335	13734	6-M	27	130	9.1	39.8	189	2179	197/3500	-	310/1750	-	1841	2000

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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Santa Fe (continued)

D SE 2.2 CRDi 4WD 7 seat Auto	-	5	30855	15428	6-A	25	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	2001	2000
D Premium 2.2 CRDi 4WD 5 seat	-	5	30595	15298	6-M	19	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1929	2500
D Premium 2.2 CRDi 4WD 5 seat	307	5	31900	15950	6-M	19	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1963	2500
D Premium 2.2 CRDi 4WD 5 seat Auto	-	5	32305	16153	6-A	19	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	1968	2000
D Premium 2.2 CRDi 4WD 7 seat Auto	-	5	33610	16805	6-A	19	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	2001	2000
D Premium SE 2.2 CRDi 4WD 7 seat	-	5	35395	17698	6-M	20	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1963	2500
D Premium SE 2.2 CRDi 4WD 7 seat Auto	-	5	37105	18553	6-A	20	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	2001	2000

i800

Hyundai's tour bus can carry eight and all their bags. Van-derived but piece of cake to drive.

D Style 2.5 CRDi	-	5	22700	9988	6-M	28	104	17.6	37.7	197	2497	134/3800	-	253/1500	-	2238	2300
D Style 2.5 CRDi Auto	297	5	24620	10833	5-A	31	112	14.4	32.1	231	2497	168/3600	-	325/2000	-	2248	1500

INFINITI

UK dealers: 12 Warranty: 3 years/60,000miles Servicing: 12,000miles (15,500miles to take on) 9,000miles hybrid

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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D SE 2.2d	-	4	27950	11739	6-M	39	144	8.7	64.2	114	2143	168/3200	-	295/1600	-	1716	1500
D SE 2.2d Auto	-	4	29500	12390	7-A	39	143	8.5	58.9	124	2143	168/3200	-	295/1600	-	1744	1500
D Premium 2.2d	-	4	30350	12747	6-M	40	144	8.7	64.2	114	2143	168/3200	-	295/1600	-	1723	1500
D Premium 2.2d Auto	323	4	31900	13398	7-A	40	143	8.5	58.9	124	2143	168/3200	-	295/1600	-	1750	1500
D Premium Tech 2.2d	-	4	36850	15477	6-M	40	144	8.7	64.2	114	2143	168/3200	-	295/1600	-	1723	1500
D Premium Tech 2.2d Auto	-	4	38400	16128	7-A	40	143	8.5	58.9	124	2143	168/3200	-	295/1600	-	1750	1500
D Sport 2.2d	-	4	32720	13742	6-M	40	144	8.7	62.8	118	2143	168/3200	-	295/1600	-	1736	1500
D Sport 2.2d Auto	-	4	34270	14393	7-A	40	143	8.5	57.7	128	2143	168/3200	-	295/1600	-	1764	1500
ES S Hybrid Sport Auto	-	4	39995	16798	7-A	42	155	5.1	45.6	144	3498	302/6800	67	258/5000	199	1825	1500
ES S Hybrid Sport AWD Auto	-	4	41640	17489	7-A	42	155	5.4	41.5	159	3498	302/6800	67	258/5000	199	1901	1500
D Sport Tech 2.2d	-	4	37620	15800	6-M	40	144	8.7	62.8	118	2143	168/3200	-	295/1600	-	1736	1500
D Sport Tech 2.2d Auto	-	4	39170	16451	7-A	40	143	8.5	57.7	128	2143	168/3200	-	295/1600	-	1764	1500
ES S Hybrid Sport Tech Auto	-	4	44895	18856	7-A	42	155	5.1	45.6	144	3498	302/6800	67	258/5000	199	1825	1500
ES S Hybrid Sport Tech AWD Auto	-	4	46540	19547	7-A	42	155	5.4	41.5	159	3498	302/6800	67	258/5000	199	1901	1500

New Q70

Reinvigorated for 2015 with more frugal engines and better styling, to battle Audi and BMW in its heartland.

D Premium 2.2d Auto	-	4	32650	11754	7-A	35	137	8.9	57.6	129	2143	168/3200	-	295/1600	-	1875	1500
ES Premium Hybrid Auto	-	4	42500	15300	7-A	43	155	5.3	45.6	145	3498	302/6800	67	258/5000	199	1895	1500
D Premium Tech 2.2d Auto	336	4	36750	13230	7-A	36	137	8.9	57.6	129	2143	168/3200	-	295/1600	-	1875	1500
ES Premium Tech Hybrid Auto	-	4	46600	16076	7-A	43	155	5.3	45.6	145	3498	302/6800	67	258/5000	199	1895	1500
D Sport 2.2d Auto	-	4	35850	12906	7-A	35	137	8.9	57.6	129	2143	168/3200	-	295/1600	-	1875	1500
D Sport Tech 2.2d Auto	-	4	38200	13752	7-A	36	137	8.9	57.6	129	2143	168/3200	-	295/1600	-	1875	1500

QX50

Think Qashqai crossed with a Bentley. Looks great, but is cramped and inherits the latter's thirst.

D 3.0d Auto	-	5	34488	12416	7-A	43	137	7.9	33.2	224	2993	235/3750	-	406/1750	-	1985	2000
D GT 3.0d Auto	-	5	38439	13838	7-A	44	137	7.9	33.2	224	2993	235/3750	-	406/1750	-	1985	2000
D GT Premium 3.0d Auto	278	5	42571	15326	7-A	44	137	7.9	33.2	224	2993	235/3750	-	406/1750	-	1985	2000

QX70

A price cut, a name change and more frugal engine marks what is a monstrous, but classy package.

D GT 3.0d Auto	-	5	42370	15253	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D GT Premium 3.0d Auto	-	5	46820	16855	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D S 3.0d Auto	-	5	44470	16009	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D S Premium 3.0d Auto	-	5	48920	17611	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D S Design 3.0d Auto	-	5	49620	17863	7-A	48	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200

ISUZU

UK dealers: 106 Warranty: 5 years/125,000miles Servicing: 12,000miles

LONG TERM TEST	O-Max	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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D 4x4 Double Cab	-	4	22144	8451	6-M	9	112	tha	38.2	194	2499	161/3600	-	295/1400	-	1970	3500
D 4x4 Double Cab Eiger	-	4	23044	8757	6-M	10	112	tha	38.2	194	2499	161/3600	-	295/1400	-	1954	3500
D 4x4 Double Cab Yukon	-	4	24244	9213	6-M	10	112	tha	38.2	194	2499	161/3600	-	295/1400	-	1978	3500
D 4x4 Double Cab Yukon Automatic	-	4	25444	9669	5-A	10	112	tha	33.6	220	2499	161/3600	-	295/1400	-	1983	3500
D 4x4 Double Cab Utah	-	4	26044	9897	6-M	10	112	tha	38.2	194	2499	161/3600	-	295/1400	-	1987	3500
D 4x4 Double Cab Utah Automatic	306	4	27244	10353	5-A	10	112	tha	33.6	220	2499	161/3600	-	295/1400	-	1992	3500
D 4x4 Double Cab Blade	-	4	29938	11376	6-M	13	112	tha	38.7	192	2499	161/3600	-	295/1400	-	1987	3500
D 4x4 Double Cab Blade Automatic	-	4	31138	11832	5-A	13	112	tha	33.6	220	2499	161/3600	-	295/1400	-	1992	3500

JAGUAR

UK dealers: 89 Warranty: 3 years/Unlimited mileage Servicing: 16,000miles (XE 21,000miles)

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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XE

Jaguar's answer to the BMW 3 Series. Brand new engines and aluminium platform mean top-class efficiency.

D SE 2.0 Diesel	-	4	28775	13697	6-M	tba	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1474	tha
D SE 2.0 Diesel Auto	-	4	31525	14502	8-A	tba	132	8.2	72.4	104	1999	161/4000	-	280/1750	-	1500	tba
D SE 2.0 Diesel	-	4	30275	13927	6-M	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	tba
D SE 2.0 Diesel Auto	-	4	32025	14732	8-A	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	tba
D Prestige 2.0 Diesel	-	4	30775	14157	6-M	tba	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1474	tha
D Prestige 2.0 Diesel Auto	-	4	32525	14962	8-A	tba	132	8.2	72.4	104	1999	161/4000	-	280/1750	-	1500	tba
D Prestige 2.0 Diesel	-	4	31275	14387	6-M	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	tba
D Prestige 2.0 Diesel Auto	-	4	33025	15192	8-A	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	tba
D R-Sport 2.0 Diesel	-	4	32325	14870	6-M	tba	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1474	tha
D R-Sport 2.0 Diesel Auto	-	4	34075	15675	8-A	tba	132	8.2	72.4	104	1999	161/4000	-	280/1750	-	1500	tba
D R-Sport 2.0 Diesel	-	4	33025	15192	6-M	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	tba
D R-Sport 2.0 Diesel Auto	-	4	34775	15997	8-A	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	tba
D Portfolio 2.0 Diesel	-	4	32975	15169	6-M	tba	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1474	tha
D Portfolio 2.0 Diesel Auto	-	4	34725	15974	8-A	tba	132	8.2	72.4	104	1999	161/4000	-	280/1750	-	1500	tba
D Portfolio 2.0 Diesel	-	4	33675	15491	6-M	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	tba
D Portfolio 2.0 Diesel Auto	-	4	35425	16296	8-A	tba	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	tba

New XF

Finely honed replacement for the car that catapulted Jaguar into the modern era. We're driving it soon.

D	2.2 Diesel Luxury Auto	300	4	33445	16094	8-A	33	10	5.7	72	129	179	161/3500	-	295/2000	1735	1850
D	2.2 Diesel Luxury Auto	-	4	34550	15853	8-A	38	10	5.5	54	138	219	179/3500	-	332/2000	1735	1850
D	2.2 Diesel R-Sport Auto	-	4	34695	16654	8-A	40	10	5.7	72	129	179	161/3500	-	295/2000	1735	1850
D	2.2 Diesel R-Sport Auto	-	4	36250	16675	8-A	42	10	5.5	54	138	219	179/3500	-	332/2000	1735	1850
D	2.2 Diesel R-Sport Black Auto	-	4	38350	17641	8-A	44	10	5.5	54	138	219	179/3500	-	332/2000	1735	1850
D	2.2 Diesel Portfolio Auto	-	4	37195	17854	8-A	41	10	5.7	72	129	179	161/3500	-	295/2000	1735	1850
D	2.2 Diesel Portfolio Auto	-	4	38700	17802	8-A	40	10	5.5	54	138	219	179/3500	-	332/2000	1735	1850
D	3.0 V6 Diesel S Portfolio Auto	293	4	49515	23767	8-A	44	15	5.6	47	159	299	271/4000	-	443/2000	1770	1850
D	Sportbrake 2.2 Diesel Luxury Auto	-	5	35945	17254	8-A	32	12	4	57	129	179	161/3500	-	295/2000	1824	1850
D	Sportbrake 2.2 Diesel Luxury Auto	-	5	37050	17043	8-A	38	14	8.5	54	138	219	179/3500	-	332/2000	1824	1850
D	Sportbrake 2.2 Diesel R-Sport Auto	-	5	37195	17854	8-A	42	14	10.9	57	129	179	161/3500	-	295/2000	1824	1850
D	Sportbrake 2.2 Diesel R-Sport Auto	-	5	38750	17825	8-A	42	13	8.8	54	138	219	179/3500	-	332/2000	1824	1850

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (S)	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR TORQUE LB FT/KPM	ELECTRIC MOTOR TORQUE LB FT/KPM	TOWING WEIGHT (KG)	TOWING WEIGHT (KG)
	SE Tech 1.6 CRDI	-	3 23095	10162	6-M	13	122	10.5	65.7	112	1582	126/4000	-	192/1900	-	1375 1500
	Optima															
	Looks great, performs alright and is a comfortable place to hang out. It's well priced to lure Mondeo man, too.															
	1 1.7 CRDI	-	4 19995	8398	6-M	17	125	10.2	57.6	128	1685	134/4000	-	240/2000	-	1575 1300
	2 1.7 CRDI	-	4 22895	9616	6-M	17	125	10.2	57.6	128	1685	134/4000	-	240/2000	-	1575 1300
	2 1.7 CRDI Auto	-	4 24450	10269	6-A	17	122	11.5	47.1	158	1685	134/4000	-	240/2000	-	1595 1300
	3 1.7 CRDI	333	4 25795	10834	6-M	20	125	10.2	57.6	128	1685	134/4000	-	240/2000	-	1575 1300
	3 1.7 CRDI Auto	-	4 27350	11487	6-A	20	122	11.5	47.1	158	1685	134/4000	-	240/2000	-	1595 1300

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (S)	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR TORQUE LB FT/KPM	ELECTRIC MOTOR TORQUE LB FT/KPM	TOWING WEIGHT (KG)	TOWING WEIGHT (KG)
	Carens															
	Like night and day compared to previous car. Good to drive, well equipped and keenly priced. What's not to love?															
	1 1.7 CRDI	-	5 19590	7052	6-M	12	112	12.6	60.1	124	1685	114/4000	-	192/1250	-	1581 1500
	SR7 1.7 CRDI	-	5 20690	7448	6-M	12	112	12.6	61.4	120	1685	114/4000	-	192/1250	-	1581 1500
	2 1.7 CRDI	-	5 20995	7558	6-M	12	112	12.6	60.1	124	1685	114/4000	-	192/1250	-	1581 1500
	2 1.7 CRDI Auto	-	5 22400	7616	6-A	16	116	11.6	46.3	159	1685	134/4000	-	236/1750	-	1600 1500
	3 1.7 CRDI	318	5 24300	8262	6-M	16	119	10.0	56.4	132	1685	134/4000	-	243/2000	-	1591 1500
	4 1.7 CRDI	-	5 25650	8721	6-M	17	119	10.0	56.4	132	1685	134/4000	-	243/2000	-	1591 1500
	4 1.7 CRDI Auto	-	5 27055	9199	6-A	17	116	11.6	46.3	159	1685	134/4000	-	236/1750	-	1600 1500

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (S)	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR TORQUE LB FT/KPM	ELECTRIC MOTOR TORQUE LB FT/KPM	TOWING WEIGHT (KG)	TOWING WEIGHT (KG)
	Sportage															
	The thinking driver's Evoque? Sportage delivers on looks and performance. All for sensible money.															
	1 1.7 CRDI 2WD	-	5 19100	11078	6-M	12	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490 1200
	KX-1.2.2 CRDI AWD	-	5 21500	14620	6-M	16	112	10.9	49.6	149	1995	134/4000	-	236/1800	-	1600 2000
	2 1.7 CRDI 2WD	-	5 21200	12296	6-M	13	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490 1200
	KX-2.2.0 CRDI AWD	-	5 23600	16048	6-M	17	112	10.9	49.6	149	1995	134/4000	-	236/1800	-	1600 2000
	KX-2.2.0 CRDI AWD Auto	-	5 24905	16935	6-A	17	113	11.7	40.9	179	1995	134/4000	-	236/1800	-	1676 1600
	Alpine Edition 1.7 CRDI 2WD	-	5 22895	13279	6-M	13	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490 1200
	Alpine Edition 2.0 CRDI AWD Auto	-	5 26595	18085	6-A	17	113	11.7	40.9	179	1995	134/4000	-	236/1800	-	1676 1600
	3 1.7 CRDI 2WD	-	5 23100	13398	6-M	13	107	11.9	52.3	143	1685	114/4000	-	192/1250	-	1490 1200
	KX-3.2.0 CRDI AWD	-	5 25500	17340	6-M	17	112	10.9	47.1	156	1995	134/4000	-	236/1800	-	1600 2000
	KX-3.2.0 CRDI AWD Auto	-	5 26805	18227	6-A	17	113	11.7	40.4	183	1995	134/4000	-	236/1800	-	1676 1600
	3 Sat Nav 1.7 CRDI 2WD	323	5 23900	13862	6-M	13	107	11.9	52.3	143	1685	114/4000	-	192/1250	-	1490 1200
	KX-3 Sat Nav 2.0 CRDI AWD	-	5 26300	17884	6-M	17	112	10.9	47.1	156	1995	134/4000	-	236/1800	-	1600 2000
	KX-3 Sat Nav 2.0 CRDI AWD Auto	-	5 27605	18771	6-A	17	113	11.7	40.4	183	1995	134/4000	-	236/1800	-	1676 1600
	4 1.7 CRDI 2WD	-	5 25000	14500	6-M	14	107	11.9	52.3	143	1685	114/4000	-	192/1250	-	1490 1200
	KX-4.2.0 CRDI AWD	-	5 28200	15228	6-M	18	120	9.5	46.3	158	1995	181/4000	-	282/1800	-	1600 2000
	KX-4.2.0 CRDI AWD Auto	-	5 29505	15933	6-A	18	121	9.5	39.2	189	1995	181/4000	-	289/1800	-	1676 1600

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (S)	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR TORQUE LB FT/KPM	ELECTRIC MOTOR TORQUE LB FT/KPM	TOWING WEIGHT (KG)	TOWING WEIGHT (KG)
	New Sorento															
	Sorento shifts upmarket with better refinement, extra gadgets and a higher list price. Drives nicely, too.															
	KX-1.2.2 CRDI AWD	-	5 28795	14973	6-M	24	124	9.0	49.5	149	2199	197/3800	-	325/1750	-	1932 2500
	KX-2.2.2 CRDI AWD	-	5 31995	16637	6-M	25	124	9.0	46.3	161	2199	197/3800	-	325/1750	-	1932 2500
	KX-2.2.2 CRDI AWD Auto	-	5 33745	17547	6-A	25	124	9.6	42.2	177	2199	197/3800	-	325/1750	-	1953 2000
	KX-3.2.2 CRDI AWD	-	5 35845	18639	6-M	26	124	9.0	46.3	161	2199	197/3800	-	325/1750	-	1932 2500
	KX-3.2.2 CRDI AWD Auto	-	5 37595	19549	6-A	26	124	9.6	42.2	177	2199	197/3800	-	325/1750	-	1953 2000
	KX-4.2.2 CRDI AWD Auto	-	5 40995	21317	6-A	28	124	9.6	42.2	177	2199	197/3800	-	325/1750	-	1953 2000

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (S)	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR TORQUE LB FT/KPM	ELECTRIC MOTOR TORQUE LB FT/KPM	TOWING WEIGHT (KG)	TOWING WEIGHT (KG)
	Sorento															
	Large SUV that's spacious and comfortable, with smooth engine and a pretty decent driving experience.															
	KX-1.2.2 CRDI AWD	-	5 26995	14037	6-M	21	118	9.4	47.9	155	2199	194/3800	-	311/1800	-	1891 2500
	KX-2.2.2 CRDI AWD	307	5 29400	15288	6-M	21	118	9.4	47.9	155	2199	194/3800	-	311/1800	-	1891 2500
	KX-2.2.2 CRDI AWD Auto	-	5 30900	16068	6-A	21	118	9.5	42.2	175	2199	194/3800	-	322/1800	-	1919 2000
	KX-2 Sat Nav 2.2 CRDI AWD	-	5 30500	15860	6-M	22	118	9.4	47.9	155	2199	194/3800	-	311/1800	-	1891 2500
	KX-2 Sat Nav 2.2 CRDI AWD Auto	-	5 32000	16640	6-A	22	118	9.5	42.2	175	2199	194/3800	-	322/1800	-	1919 2000
	KX-3.2.2 CRDI AWD Auto	-	5 35605	18515	6-A	25	118	9.5	41.5	178	2199	194/3800	-	322/1800	-	1919 2000
	KX-4.2.2 CRDI AWD Auto	-	5 36805	19139	6-A	27	118	9.5	41.5	178	2199	194/3800	-	322/1800	-	1919 2000

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (S)	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR TORQUE LB FT/KPM	ELECTRIC MOTOR TORQUE LB FT/KPM	TOWING WEIGHT (KG)	TOWING WEIGHT (KG)
	LAND ROVER															
	Defender															
	Ready for a museum podium as maker prepares 2015 replacement. Iconic go-anywhere hardware.															
	90 Station Wagon	-	3 23265	tba	6-M	25	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1887 3500
	90 County Station Wagon	-	3 27305	tba	6-M	25	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1887 3500
	90 Heritage Edition Station Wagon	-	3 30900	tba	6-M	tba	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1887 3500
	90 XS Station Wagon	297	3 30505	tba	6-M	26	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1887 3500
	90 Adventure Edition Station Wagon	-	3 43495	tba	6-M	tba	tba	tba	tba	tba	2198	148/tba	-	295/tba	-	tba tba
	90 Autobiography Edition Station Wagon	-	3 61845	tba	6-M	tba	tba	tba	tba	tba	2198	148/tba	-	295/tba	-	tba tba
	110 Station Wagon	-	5 27620	tba	6-M	27	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2062 3500
	110 County Station Wagon	-	5 29550	tba	6-M	28	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2062 3500
	110 Adventure Edition Station Wagon	-	5 43495	tba	6-M	tba	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2062 3500
	110 Heritage Edition Station Wagon	-	5 34200	tba	6-M	tba	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2062 3500
	110 XS Station Wagon	-	5 33405	tba	6-M	28	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2062 3500

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (S)	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR TORQUE LB FT/KPM	ELECTRIC MOTOR TORQUE LB FT/KPM	TOWING WEIGHT (KG)	TOWING WEIGHT (KG)
	Discovery Sport															
	The new name for the Freelander. Pushed upmarket, and more versatile, and it's pretty good to drive, too.															
	2.2 SD4 SE	-	5 32395	17493	6-M	28	117	10.4	46.3	162	2179	188/3500	-	310/1750	-	1854 2000
	2.2 SD4 SE Auto	-	5 34195	18465	9-A	28	117	8.9	44.8	166	2179	188/3500	-	310/1750	-	1863 2200
	2.2 SD4 SE Tech	-	5 33895	18303	6-M	28	117	10.4	46.3	162	2179	188/3500	-	310/1750	-	1854 2000
	2.2 SD4 SE Tech Auto	-	5 35695	19275	9-A	28	117	8.9	44.8	166	2179	188/3500	-	310/1750	-	1863 2200
	2.2 SD4 HSE	-	5 37595	20301	6-M	31	117	10.4	46.3	162	2179	188/3500	-	310/1750	-	1854 2000
	2.2 SD4 HSE Auto	-	5 39395	21273	9-A	31	117	8.9	44.8	166	2179	188/3500	-	310/1750	-	1863 2200
	2.2 SD4 HSE Luxury	-	5 41195	22245	6-M	31	117	10.4	46.3	162	2179	188/3500	-	310/1750	-	1854 2000
	2.2 SD4 HSE Luxury Auto	-	5 42995	23217	9-A	31	117	8.9	44.8	166	2179	188/3500	-	310/1750	-	1863 2200

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX
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POWER		Mazda CX-3																
		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PSM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
CX-3 (continued)	D 1.5 2WD Sport Nav Diesel	-	5	21895	tba	tba	tba	tba	tba	tba	105	tba	tba	-	tba	-	tba	tba
	D 1.5 AWD Sport Nav Diesel	-	5	23395	tba	tba	tba	tba	tba	tba	123	tba	tba	-	tba	-	tba	tba
	D 1.5 AWD Sport Nav Auto Diesel	-	5	24695	tba	tba	tba	tba	tba	tba	136	tba	tba	-	tba	-	tba	tba
CX-5																		
	Mazda plays catch-up in the compact SUV league. Velvety performance, particularly from the engine.																	
CX-5	D 2.2 2WD SE-L Diesel	-	5	23695	11548	6-M	18	126	9.2	61.4	119	2191	148/4500	-	280/1800	-	1587	2000
	D 2.2 2WD SE-L Auto Diesel	-	5	24995	12498	6-A	18	123	9.4	53.3	139	2191	148/4500	-	280/1800	-	1597	2000
	D 2.2 AWD SE-L Diesel	-	5	25395	12698	6-M	17	122	9.4	54.3	136	2191	148/4500	-	280/1800	-	1671	2000
	D 2.2 AWD SE-L Auto Diesel	-	5	26595	13298	6-A	17	121	10.2	51.4	144	2191	148/4500	-	280/1800	-	1686	2000
	D 2.2 2WD SE-L Lux Diesel	-	5	25295	12648	6-M	20	126	9.2	61.4	119	2191	148/4500	-	280/1800	-	1587	2000
	D 2.2 2WD Sport Nav Diesel	303	5	26695	13348	6-M	19	126	9.2	61.4	119	2191	148/4500	-	280/1800	-	1587	2000
	D 2.2 AWD Sport Nav Diesel	-	5	28695	13774	6-M	21	129	8.8	54.3	136	2191	173/4500	-	310/2000	-	1671	2000
	D 2.2 AWD Sport Nav Auto Diesel	-	5	29895	14350	6-A	21	127	9.4	51.4	144	2191	173/4500	-	310/2000	-	1686	2000
	D 2.2 AWD Sport Nav Auto Diesel	-	5	30895	14950	6-A	21	127	9.4	51.4	144	2191	173/4500	-	310/2000	-	1686	2000

MERCEDES-BENZ

UK dealers: 125 Warranty: 3 years/Unlimited mileage Servicing: Variable schedule

A-Class	Rating	★★★★★
Quirky looks have been abandoned in favour of a great mainstream hatch that's satisfying to drive and own.		
D A 180 CDI SE	-	5 21790 9152 6-M tba 118 11.3 76.4 98 1461 107/4000 - 192/1750 - 1395 1200
D A 180 CDI SE Auto	-	5 23240 9761 7-A 15 118 11.6 76.4 98 1461 107/4000 - 192/1750 - 1425 1200
D A 180 CDI Sport	-	5 22785 9570 6-M 16 118 11.3 70.6 102 1461 107/4000 - 192/1750 - 1395 1200
D A 180 CDI Sport Auto	-	5 24235 10179 7-A 16 118 11.6 tba 101 1461 107/4000 - 192/1750 - 1425 1200
D A 180 CDI Sport Edition	-	5 23480 9862 6-M 17 118 11.3 70.6 102 1461 107/4000 - 192/1750 - 1395 1200
D A 180 CDI Sport Edition Auto	-	5 24930 10471 7-A 17 118 11.6 tba 101 1461 107/4000 - 192/1750 - 1425 1200
D A 180 CDI AMG Sport	-	5 24035 10095 6-M 16 118 11.3 70.6 102 1461 107/4000 - 192/1750 - 1395 1200
D A 180 CDI AMG Sport Auto	-	5 25485 10704 7-A 16 118 11.6 tba 101 1461 107/4000 - 192/1750 - 1425 1200
D A 180 CDI AMG Night Edition	-	5 26030 10933 6-M 18 118 11.3 70.6 102 1461 107/4000 - 192/1750 - 1395 1200
D A 180 CDI AMG Night Edition Auto	-	5 27480 11542 7-A 18 118 11.6 tba 101 1461 107/4000 - 192/1750 - 1425 1200
D A 200 CDI Sport	-	5 23860 10021 6-M 21 130 9.3 tba 111 2143 134/3400 - 221/1400 - 1465 1500
D A 200 CDI Sport Auto	-	5 25310 10630 7-A 21 130 9.2 tba 103 2143 134/3400 - 221/1400 - 1485 1500
D A 200 CDI Sport Edition	-	5 24555 10313 6-M 21 130 9.3 tba 111 2143 134/3400 - 221/1400 - 1465 1500
D A 200 CDI Sport Edition Auto	-	5 26005 10922 7-A 21 130 9.2 tba 103 2143 134/3400 - 221/1400 - 1485 1500
D A 200 CDI AMG Sport	-	5 25110 10546 6-M 22 130 9.3 tba 111 2143 134/3400 - 221/1400 - 1465 1500
D A 200 CDI AMG Sport Auto	-	5 26560 11155 7-A 22 130 9.2 tba 103 2143 134/3400 - 221/1400 - 1485 1500
D A 200 CDI AMG Night Edition	-	5 27105 11384 6-M 22 130 9.3 tba 111 2143 134/3400 - 221/1400 - 1465 1500
D A 200 CDI AMG Night Edition Auto	-	5 28555 11993 7-A 22 130 9.2 tba 103 2143 134/3400 - 221/1400 - 1485 1500
D A 220 CDI AMG Sport Auto	307	5 27760 11659 7-A 23 137 8.2 tba 107 2143 168/3400 - 258/1400 - 1485 0
D A 220 CDI AMG Night Edition Auto	-	5 29755 12497 7-A 25 137 8.2 tba 107 2143 168/3400 - 258/1400 - 1485 0

New B-Class

Merc says it's its most significantly changed model ever. We agree. It's now rather good.

B-Class	Rating	★★★★★
D B 180 CDI SE	-	5 22575 9482 6-M 15 118 11.6 70.6 104 1461 107/4000 - 192/1750 - 1420 1200
D B 180 CDI SE Auto	-	5 24025 10091 7-A 15 118 11.9 70.6 104 1461 107/4000 - 192/1750 - 1450 1200
D B 180 CDI Sport	-	5 23170 9731 6-M 16 118 11.6 68.9 107 1461 107/4000 - 192/1750 - 1420 1200
D B 180 CDI Sport Auto	-	5 24620 10270 7-A 16 118 11.9 68.9 107 1461 107/4000 - 192/1750 - 1450 1200
D B 180 CDI AMG Line	-	5 24465 10345 6-M 16 118 11.6 68.9 107 1461 107/4000 - 192/1750 - 1420 1200
D B 180 CDI AMG Line Auto	-	5 25915 10884 7-A 16 118 11.9 68.9 107 1461 107/4000 - 192/1750 - 1450 1200
B 200 CDI SE	-	5 23650 9933 6-M 19 130 9.9 tba 109 2143 134/3200 - 221/1400 - 1485 1500
D B 200 CDI SE Auto	-	5 25100 10542 7-A 19 130 9.8 70.6 104 2143 134/3200 - 221/1400 - 1505 1500
D B 200 CDI Sport	-	5 24245 10183 6-M 21 130 9.9 tba 112 2143 134/3200 - 221/1400 - 1485 1500
D B 200 CDI Sport Auto	-	5 25695 10792 7-A 21 130 9.8 tba 106 2143 134/3200 - 221/1400 - 1505 1500
D B 200 CDI AMG Line	-	5 25540 10727 6-M 21 130 9.9 tba 112 2143 134/3200 - 221/1400 - 1485 1500
D B 200 CDI AMG Line Auto	-	5 26990 11336 7-A 21 130 9.8 tba 106 2143 134/3200 - 221/1400 - 1505 1500
D B 220 CDI Sport Auto	-	5 27125 11393 7-A 24 139 8.3 tba 108 2143 174/3600 - 258/1400 - 1505 1500
D B 220 CDI AMG Line Auto	-	5 28420 12396 7-A 24 139 8.3 tba 108 2143 174/3600 - 258/1400 - 1505 1500
D B 220 CDI 4MATIC Sport Auto	-	5 28625 12023 7-A 23 137 8.3 56.5 130 2143 174/3600 - 258/1400 - 1575 1500
D B 220 CDI 4MATIC AMG Line Auto	-	5 30050 12621 7-A 23 137 8.3 56.5 130 2143 174/3600 - 258/1400 - 1575 1500
E Electric Drive Sport	-	5 26950 tba 1-A 24 tba 7.9 (142) 0 - - 178 - 251 tba 0
E Electric Drive Electric Art	-	5 27245 tba 1-A 24 tba 7.9 (142) 0 - - 178 - 251 tba 0

New C-Class

Larger and more luxurious than before, with more frugal engines and better equipment.

C-Class	Rating	★★★★★
D C 200 BlueTec SE	-	4 28985 12174 6-M 25 135 9.7 72.4 101 1598 134/3800 - 221/1500 - 1485 tba
D C 200 BlueTec SE Auto	-	4 30485 12804 7-A 25 134 10.2 65.7 111 1598 134/3800 - 221/1500 - 1505 tba
D C 200 BlueTec Sport	-	4 30980 13012 6-M 26 134 10.3 9.7 70.6 101 1598 134/3800 - 221/1500 - 1485 tba
D C 200 BlueTec Sport Auto	-	4 32480 13642 7-A 26 134 10.2 65.7 111 1598 134/3800 - 221/1500 - 1505 tba
D C 200 BlueTec AMG Line	-	4 32475 13640 6-M 26 134 10.7 68.9 106 1598 134/3800 - 221/1500 - 1485 tba
D C 200 BlueTec AMG Line Auto	-	4 33975 14270 7-A 26 134 10.2 tba 116 1598 134/3800 - 221/1500 - 1505 tba
D C 220 BlueTec SE	-	4 29780 13699 6-M 29 145 7.7 70.6 103 2143 168/3000 - 295/1400 - 1550 tba
D C 220 BlueTec SE Auto	-	4 31280 14339 7-A 29 145 7.4 65.7 109 2143 168/3000 - 295/1400 - 1570 tba
D C 220 BlueTec Sport	-	4 31775 14617 6-M 31 145 7.7 70.6 103 2143 168/3000 - 295/1400 - 1550 tba
D C 220 BlueTec Sport Auto	-	4 33275 15307 7-A 31 145 7.4 65.7 109 2143 168/3000 - 295/1400 - 1570 tba
D C 220 BlueTec AMG Line	-	4 33270 15304 6-M 31 145 7.7 tba 108 2143 168/3000 - 295/1400 - 1550 tba
D C 220 BlueTec AMG Line Auto	-	4 34770 15994 7-A 31 145 7.4 tba 117 2143 168/3000 - 295/1400 - 1570 tba
C 250 BlueTec SE Auto	-	4 32435 14271 7-A 31 153 6.6 65.7 109 2143 201/3800 - 369/1600 - 1595 tba
C 250 BlueTec Sport Auto	-	4 34430 15149 7-A 31 153 6.6 65.7 109 2143 201/3800 - 369/1600 - 1595 tba
C 250 BlueTec AMG Line Auto	-	4 35925 15807 7-A 31 153 6.6 tba 117 2143 201/3800 - 369/1600 - 1595 tba
D C 300 BlueTec Hybrid SE Auto	-	4 35045 14545 7-A 36 152 6.4 78.5 94 2143 201/3800 27 369/1600 207 1715 tba
D C 300 BlueTec Hybrid AMG Line Sport Auto	334	4 37040 16298 7-A 36 152 6.4 78.5 94 2143 201/3800 27 369/1600 207 1715 tba
D C 300 BlueTec Hybrid AMG Line Auto	-	4 38535 16955 7-A 36 152 6.4 tba 100 2143 210/3800 27 369/1600 207 1715 tba
E C 350 e Sport Automatic	-	4 37875 16665 7-A tba tba tba 48 tba tba tba tba tba tba tba tba
D C 200 BlueTec SE Estate	-	5 30185 12678 6-M 25 133 10.1 65.7 109 1598 134/3800 - 221/1500 - 1545 tba
D C 200 BlueTec SE Estate Auto	-	5 31685 13083 7-A 25 132 10.6 65.7 114 1598 134/3800 - 221/1500 - 1580 tba
D C 200 BlueTec Sport Estate	-	5 32180 13516 6-M 26 133 10.1 tba 111 1598 134/3800 - 221/1500 - 1545 tba
D C 200 BlueTec Sport Estate Auto	-	5 33680 14146 7-A 26 132 10.6 65.7 114 1598 134/3800 - 221/1500 - 1580 tba
D C 200 BlueTec AMG Line Estate	-	5 33675 14144 6-M 26 133 10.1 tba 117 1598 134/3800 - 221/1500 - 1545 tba
D C 200 BlueTec AMG Line Estate Auto	-	5 35175 14774 7-A 26 132 10.6 tba 121 1598 134/3800 - 221/1500 - 1580 tba
D C 220 BlueTec SE Estate	-	5 30980 13012 6-M 29 143 7.9 65.7 108 2143 168/3000 - 295/1400 - 1595 tba
D C 220 BlueTec SE Estate Auto	-	5 32480 13642 7-A 29 142 7.6 64.2 114 2143 168/3000 - 295/1400 - 1615 tba
D C 220 BlueTec Sport Estate	-	5 32975 13850 6-M 31 143 7.9 65.7 108 2143 168/3000 - 295/1400 - 1595 tba
D C 220 BlueTec Sport Estate Auto	332	5 34475 14480 7-A 31 142 7.6 64.2 114 2143 168/3000 - 295/1400 - 1615 tba
D C 220 BlueTec AMG Line Estate	-	5 34470 14477 6-M 31 143 7.9 tba 113 2143 168/3000 - 295/1400 - 1595 tba
D C 220 BlueTec AMG Line Estate Auto	-	5 35970 15107 7-A 31 142 7.6 tba 119 2143 168/3000 - 295/1400 - 1615 tba
D C 250 BlueTec SE Estate Auto	-	5 33635 14799 7-A 31 150 6.9 62.8 117 2143 201/3800 - 369/1600 - 1660 tba
D C 250 BlueTec Sport Estate Auto	-	5 35630 15677 7-A 31 150 6.9 62.8 117 2143 201/3800 - 369/1600 - 1660 tba
D C 250 BlueTec AMG Line Estate Auto	-	5 37125 16335 7-A 31 150 6.9 tba 122 2143 201/3800 - 369/1600 - 1660 tba
D C 300 BlueTec Hybrid Sport Estate Auto	-	5 38240 16826 7-A 37 148 6.7 tba 99 2143 201/3800 27 369/1600 207 1765 tba
D C 300 BlueTec Hybrid AMG Line Estate Auto	-	5 39735 17483 7-A 37 148 6.7 tba 104 2143 201/3800 27 369/1600 207 1765 tba
E C 350 e Sport Estate Automatic	-	5 39075 17193 7-A tba tba tba tba 49 tba tba tba tba tba tba tba tba

C-Class











Merc intends more luxury and driving passion to its compact executive. Coupé looks pretty stylish.



C-Class	Rating	★★★★★
D C 220 CDI Executive SE Coupé	-	2 31130 14320 6-M 34 144 8.4 68.9 109 2143 168/3000 - 295/1400 - 1615 1800
D C 220 CDI Executive SE Coupé Auto	-	2 32630 15010 7-A 34 144 8.1 57.7 128 2143 168/3000 - 295/1400 - 1630 1800
D C 220 CDI AMG Sport Edition Coupé	-	2 32460 14932 6-M 38 144 8.4 55.4 133 2143 168/3000 - 295/1400 - 1615 1800
D C 220 CDI AMG Sport Edition Coupé Auto	-	2 33960 15622 7-A 38 144 8.1 53.3 139 2143 168/3000 - 295/1400 - 1630 1800
D C 250 CDI AMG Sport Edition Coupé	-	2 33515 15417 6-M 41 149 7.0 52.3 143 2143 161/3800 - 369/1600 - 1655 1800
D C 250 CDI AMG Sport Edition Coupé Auto	-	2 35000 16100 7-A 41 149 7.1 53.3 139 2143 201/3800 - 369/1600 - 1660 1800

CLA-Class

Kicks off a totally new segment with CLS-Class looks, combined with A-Class underpinnings.

CLA-Class	Rating	★★★★★
D CLA 200 CDI Sport	-	4 26925 14001 6-M 25 137 9.4 tba 109 2143 134/3200 - 221/1400 - 1500 1500
D CLA 200 CDI Sport Auto	-	4 28375 14575 7-A 25 137 9.8 tba 105 2143 134/3200 - 221/1400 - 1525 1500
D CLA 200 CDI AMG Sport	-	4 29125 15145 6-M 26 137 9.4 tba 109 2143 134/3200 - 221/1400 - 1500 1500
D CLA 200 CDI AMG Sport Auto	-	4 30575 15899 7-A 26 137 9.8 tba 105 2143 134/3200 - 221/1400 - 1525 1500
D CLA 220 CDI Sport Auto	-	4 29775 14888 7-A 28 143 8.2 tba 109 2143 168/3400 - 258/1400 - 1525 1500
D CLA 220 CDI AMG Sport Auto	315	4 31975 15998 7-A 28 143 8.2 tba 109 2143 168/3400 - 258/1400 - 1525 1500
D CLA 220 CDI OrangeArt Auto	-	4 33975 16988 7-A 28 143 8.2 tba 109 2143 168/3400 - 258/1400 - 1525 1500

	CLA 220 CDI 4Matic Sport Auto	-	4	31275	15638	7-A	tba	tba	tba	tba	125	243	tba	-	tba	-	tba	tba
	CLA 220 CDI 4Matic AMG Sport Auto	-	4	33475	16738	7-A	tba	tba	tba	tba	125	243	tba	-	tba	-	tba	tba
	CLA 220 CDI 4Matic OrangeArt Auto	-	4	35475	17738	7-A	tba	tba	tba	tba	125	243	tba	-	tba	-	tba	tba
	CLA 200 CDI Sport Shooting Brake	-	5	27775	14443	6-M	24	tba	tba	tba	2143	134/3200	-	221	11400	-	tba	tba
	CLA 200 CDI Sport Shooting Brake Auto	-	5	29225	15977	7-A	24	tba	tba	tba	2143	134/3200	-	221	11400	-	tba	tba
	CLA 200 CDI AMG Sport Shooting Brake	-	5	29975	15587	6-M	24	tba	tba	tba	2143	134/3200	-	221	11400	-	tba	tba
	CLA 200 CDI AMG Sport Shooting Brake Auto	-	5	31425	16341	7-A	24	tba	tba	tba	2143	134/3200	-	221	11400	-	tba	tba
	CLA 220 CDI Sport Shooting Brake	-	5	30625	15314	7-A	27	tba	tba	tba	2143	168/3400	-	258	1400	-	tba	tba
	CLA 220 CDI AMG Sport Shooting Brake Auto	-	5	32825	16414	7-A	28	tba	tba	tba	2143	168/3400	-	258	1400	-	tba	tba
	CLA 220 CDI OrangeArt Shooting Brake Auto	-	5	34825	17413	7-A	30	tba	tba	tba	2143	168/3400	-	258	1400	-	tba	tba

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (S)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS/kW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	TOWING WEIGHT (KG)	TOWING WEIGHT (KG)
 GT 90th Anniversary DTI	-	5	19999	6000	6-M	118	120	8.9	57.6	129	1849	148/4000	-	258/1800	-	1615	1600
 Magnezza DTI	-	4	21195	6359	6-M	115	120	8.9	57.6	129	1849	148/4000	-	258/1800	-	1605	1600

MINI	UK dealers: 145 Warranty: 3 years/Unlimited mileage Servicing: Variable schedule	Rating ★★★★★
New Hatch	Like a cheery caricature of the winning MINI formula. More frugal, better quality and only marginally costlier.	
One D	- 3 14890 8636 6-M 11 118 11.0 83.1 89 1496 94/4000	- 162/1500 - 1190 0
Cooper D	329 3 16450 9541 6-M 15 127 9.2 80.7 92 1496 114/4000	- 199/1750 - 1210 0
Cooper D Auto	- 3 17720 10278 6-A 15 127 9.2 76.3 98 1496 114/4000	- 199/1750 - 1225 0
Cooper SD	- 3 19450 11281 6-M 23 141 7.3 70.6 106 1995 168/4000	- 266/1500 - 1250 0
Cooper SD Auto	332 3 21075 12224 6-A 23 140 7.2 70.6 104 1995 168/4000	- 266/1500 - 1265 0
One D	- 5 15490 8984 6-M 11 116 11.4 80.7 92 1496 94/4000	- 162/1500 - 1290 0
Cooper D	331 5 17050 9889 6-M 15 126 9.4 78.5 95 1496 114/4000	- 199/1750 - 1265 0
Cooper D Auto	- 5 18320 10626 6-M 15 125 9.5 74.3 99 1496 114/4000	- 199/1750 - 1280 0
Cooper SD	- 5 20050 11628 6-M 23 140 7.4 68.9 109 1995 168/4000	- 266/1500 - 1305 0
Cooper SD Auto	- 5 21675 12572 6-A 23 139 7.3 68.9 107 1995 168/4000	- 266/1500 - 1325 0

Convertible	Diesel power with drop-top fun. It's a real hoot to drive in a pint-sized package and its frugal too.	Rating ★★★★★
Cooper D	286 2 18910 9455 6-M 19 121 10.3 70.6 105 1598 110/4000	- 199/1750 - 1275 0
Cooper D Auto	- 2 20125 10063 6-A 19 118 10.7 53.3 140 1995 110/4000	- 199/1750 - 1300 0
Cooper D Highgate	- 2 22070 11035 6-M 21 121 10.3 70.6 105 1598 110/4000	- 199/1750 - 1275 0
Cooper D Highgate Auto	- 2 23285 11643 6-A 21 118 10.7 53.3 140 1995 110/4000	- 199/1750 - 1300 0
Cooper SD	- 2 21730 10865 6-M 23 130 8.7 62.8 118 1995 141/4000	- 225/1750 - 1325 0
Cooper SD Auto	- 2 23035 11518 6-M 23 126 8.9 52.3 143 1995 141/4000	- 225/1750 - 1340 0
Cooper SD Highgate	- 2 24760 12380 6-M 24 130 8.7 62.8 118 1995 141/4000	- 225/1750 - 1325 0
Cooper SD Highgate Auto	- 2 26065 13033 6-A 24 126 8.9 52.3 143 1995 141/4000	- 225/1750 - 1340 0

Coupé	Zingy drive, skateboard ride and everyone pointing... Beware though, some are laughing at the oddball roof.	Rating ★★★★★
Cooper SD	292 2 20710 12012 6-M 22 134 7.9 65.7 114 1995 141/4000	- 225/1750 - 1250 0
Cooper SD Auto	- 2 22000 12760 6-A 22 128 8.2 53.3 139 1995 141/4000	- 225/1750 - 1270 0

Roadster	All the fun of the coupé, but with wind-in-the-hair thrills and a more balanced silhouette.	Rating ★★★★★
Cooper SD	302 2 21860 12679 6-M 24 132 8.1 62.8 118 1995 141/4000	- 225/1750 - 1275 0
Cooper SD Auto	- 2 23165 13436 6-A 24 127 8.3 52.3 143 1995 141/4000	- 225/1750 - 1290 0

Countryman	Scuffed at as a MINI too far due to its size, but critics need to drive this family-pack option - it's still a hoot to drive.	Rating ★★★★★
One D	- 5 17990 8995 6-M 13 106 12.9 67.3 111 1598 89/4000	- 159/1750 - 1385 0
Cooper D	- 5 19740 9870 6-M 18 116 10.9 67.3 111 1598 110/4000	- 199/1750 - 1385 800
Cooper D Auto	- 5 20970 10485 6-A 18 112 11.3 50.4 148 1995 110/4000	- 199/1750 - 1410 1200
Cooper D ALL4	332 5 20940 10470 6-M 16 112 11.6 60.1 123 1598 110/4000	- 199/1750 - 1465 800
Cooper D ALL4 Auto	- 5 22205 11103 6-A 16 110 11.9 47.9 155 1995 110/4000	- 199/1750 - 1490 1200
Cooper SD	- 5 22610 11305 6-M 20 124 9.2 62.8 119 1995 141/4000	- 225/1750 - 1395 800
Cooper SD Auto	- 5 23900 11950 6-A 20 122 9.4 49.6 149 1995 141/4000	- 225/1750 - 1425 1200
Cooper SD ALL4	- 5 23830 11915 6-M 20 122 9.3 58.9 126 1995 141/4000	- 225/1750 - 1480 800
Cooper SD ALL4 Auto	- 5 25155 12578 6-A 20 121 9.4 47.9 156 1995 141/4000	- 225/1750 - 1505 1200

Paceman	A cynic might say it's just a three-door Countryman, and err, it is... trapped up a niche cul-de-sac.	Rating ★★★★★
Cooper D	- 3 20210 10105 6-M 15 117 10.8 67.3 111 1598 110/4000	- 199/1750 - 1385 800
Cooper D Auto	- 3 21440 10720 6-A 15 114 11.2 50.4 148 1995 110/4000	- 199/1750 - 1405 1200
Cooper D ALL4	- 3 21400 10700 6-M 14 114 11.5 60.1 123 1598 110/4000	- 199/1750 - 1455 800
Cooper D ALL4 Auto	- 3 22665 11333 6-A 14 111 11.8 47.9 155 1995 110/4000	- 199/1750 - 1480 1200
Cooper SD	- 3 23070 11535 6-M 20 125 9.1 62.8 119 1995 141/4000	- 225/1750 - 1395 800
Cooper SD Auto	- 3 24360 12180 6-A 19 124 9.3 49.6 149 1995 141/4000	- 225/1750 - 1420 1200
Cooper SD ALL4	320 3 24290 12145 6-M 19 124 9.2 58.9 126 1995 141/4000	- 225/1750 - 1470 800
Cooper SD ALL4 Auto	- 3 25615 12808 6-A 19 126 9.3 47.9 156 1995 141/4000	- 225/1750 - 1495 1200

MITSUBISHI	UK dealers: 120 Warranty: 5 years/62,500miles (L200 5 years/125,000miles) Servicing: 12,500miles (ASX 2.2 Di-D/Outlander/L200 9,000 miles)	Rating ★★★★★
i-MiEV	Looks the part, drives well and swallows four relatively happily. Price is its Achilles heel though.	
i-MiEV Keiko	- 5 23499 6110 1-A 27 81 15.9 (93) 0 - - 66 -	- 133 1110 0

Mirage	Good value, frugal and well equipped, but lets itself down by feeling cheap and is below par to drive.	Rating ★★★★★
P 1	- 5 8999 3600 5-M 15 106 13.6 67.3 96 999 70/6000	- 65/5000 - 845 0
P 2	- 5 10999 4400 5-M 18 112 11.7 68.9 96 1193 79/6000	- 78/4000 - 845 0
P 3	- 5 11999 4800 5-M 18 112 11.7 65.7 100 1193 79/6000	- 78/4000 - 845 0
P 3 Auto	- 5 12999 5200 CVT 18 107 12.8 68.9 95 1193 79/6000	- 78/4000 - 865 0

ASX	Looks sharp, drives neatly and is spacious. Engine is relatively refined and clean, and equipment is generous.	Rating ★★★★★
3.1 Di-D	- 5 19250 7700 6-M 18 117 10.2 56.5 31 1798 114/3500	- 221/1750 - 1425 1400
4.1 8 Di-D 4WD	- 5 23249 8835 6-M 19 115 10.6 54.3 136 1798 114/3500	- 221/1750 - 1490 1400
4.2 2.2 Di-D 4WD Auto	- 5 24649 9367 6-A 20 118 10.8 48.7 153 2268 148/3500	- 266/1500 - 1520 1400

Outlander	Plusher and better equipped than its predecessor. Frugal engines deliver decent performance too.	Rating ★★★★★
2.2 Di-D GX2	- 5 23795 12379 6-M 22 124 10.2 53.3 138 2268 148/3500	- 260/1750 - 1560 2000
2.2 Di-D GX3	- 5 26599 13831 6-M 23 124 10.2 52.3 140 2268 148/3500	- 260/1750 - 1595 2000
2.2 Di-D GX3 Auto	- 5 28249 14689 6-A 23 118 11.7 48.7 153 2268 148/3500	- 266/1500 - 1615 2000
2.2 Di-D GX4	317 5 30499 15859 6-M 24 124 10.2 52.3 140 2268 148/3500	- 260/1750 - 1595 2000
2.2 Di-D GX4 Auto	- 5 31899 16587 6-A 24 118 11.7 48.7 153 2268 148/3500	- 266/1500 - 1615 2000
2.2 Di-D GX4s Auto	- 5 33999 17679 6-A 22 118 11.7 48.7 153 2268 148/3500	- 266/1500 - 1615 2000
PHEV 2.0 MIVEC GX3h Auto	- 5 28249 14689 1-A 26 106 11.0 148.5 44 1998 119/4500 161	140/4500 144 1810 1500
PHEV 2.0 MIVEC GX4h Auto	- 5 32899 17107 1-A 27 106 11.0 148.5 44 1998 119/4500 161	140/4500 144 1810 1500
PHEV 2.0 MIVEC GX4h Auto	- 5 34999 18199 1-A 24 106 11.0 148.5 44 1998 119/4500 161	140/4500 144 1810 1500
PHEV 2.0 MIVEC GX5h Auto	- 5 37899 19707 1-A 27 106 11.0 148.5 44 1998 119/4500 161	140/4500 144 1810 1500
PHEV 2.0 MIVEC GX5h Auto	- 5 39999 20799 1-A 24 106 11.0 148.5 44 1998 119/4500 161	140/4500 144 1810 1500

New Shogun	Fantastic off-road, but struggles on tarmac due to poor refinement. It looks good though, and is well kitted out.	Rating ★★★★★
SWB 3.2 Di-D SG2	- 3 26199 9956 5-M 32 111 9.7 36.2 207 3200 197/3800	- 325/2000 - 2190 3000
SWB 3.2 Di-D SG2 Auto	- 3 27884 10805 5-A 32 111 10.4 34.4 216 3200 197/3800	- 325/2000 - 2190 3000
SWB 3.2 Di-D Warrior	- 3 29369 11160 5-M 31 111 9.7 36.2 207 3200 197/3800	- 325/2000 - 2190 3000
SWB 3.2 Di-D Warrior Auto	- 3 31054 11801 5-A 31 111 10.4 34.4 216 3200 197/3800	- 325/2000 - 2190 3000
SWB 3.2 Di-D Barbarian	- 3 31999 12160 5-M 33 111 9.7 36.2 207 3200 197/3800	- 325/2000 - 2190 3000
SWB 3.2 Di-D Barbarian Auto	- 3 33684 12800 5-A 33 111 10.4 34.4 216 3200 197/3800	- 325/2000 - 2190 3000
LWB 3.2 Di-D SG2	- 5 28599 13728 5-M 32 111 10.5 34.9 213 3200 197/3800	- 325/2000 - 2395 3500
LWB 3.2 Di-D SG2 Auto	- 5 30284 14536 5-A 32 111 11.1 33.2 224 3200 197/3800	- 325/2000 - 2380 3500
LWB 3.2 Di-D SG3 Auto	- 5 33799 16224 5-A 34 111 11.1 33.2 224 3200 197/3800	- 325/2000 - 2380 3500
LWB 3.2 Di-D SG4 Auto	333 5 36799 17664 5-A 34 111 11.1 33.2 224 3200 197/3800	- 325/2000 - 2380 3500

L200	It's Mitsubishi's best seller and drives quite well. Steering is imprecise though, and ride gets bouncy easily.	Rating ★★★★★
Double Cab 2.5 Di-D 4Work	- 4 20459 7774 5-M 8 103 15.0 36.7 204 2477 134/4000	- 232/1500 - 1830 2700
Double Cab 2.5 Di-D 4Life	- 4 22259 8458 5-M 8 103 15.0 36.7 204 2477 134/4000	- 232/1500 - 1830 2700
Double Cab 2.5 Di-D Challenger	- 4 19799 7524 5-M 8 103 15.0 36.7 204 2477 134/4000	- 232/1500 - 1830 2700
Double Cab 2.5 Di-D Trojan	- 4 21599 8208 5-M 11 111 12.1 35.8 208 2477 176/3750	- 295/2000 - 1875 2700
Double Cab 2.5 Di-D Trojan Black	- 4 22439 8527 5-M 11 111 12.1 35.8 208 2477 176/3750	- 295/2000 - 1875 2700
Double Cab 2.5 Di-D Warrior	- 4 23519 8937 5-M 9 111 12.1 35.8 208 2477 176/3750	- 295/2000 - 1875 2700
Double Cab 2.5 Di-D Warrior Auto	- 4 25199 9576 5-A 9 109 13.0 32.1 233 2477 176/3750	- 258/1800 - 1885 2700
Double Cab 2.5 Di-D Barbarian	- 4 27119 10305 5-M 10 111 12.1 35.8 208 2477 176/3750	- 295/2000 - 1875 2700
Double Cab 2.5 Di-D Barbarian Auto	- 4 28799 10944 5-A 11 109 13.0 32.1 233 2477 176/3750	- 258/1800 - 1885 2700
Double Cab 2.5 Di-D Barbarian Black	- 4 27959 10624 5-M 10 111 12.1 35.8 208 2477 176/3750	- 295/2000 - 1875 2700
Double Cab 2.5 Di-D Barbarian Black Auto	- 4 29639 11263 5-A 11 109 13.0 32.1 233 2477 176/3750	- 258/1800 - 1885 2700
Double Cab 2.5 Di-D Walkinshaw	- 4 33430 12703 7-M 13 111 12.1 35.8 208 2477 176/3750	- 295/2000 - 1875 2700
Double Cab 2.5 Di-D Walkinshaw Auto	- 4 35110 13342 5-A 13 109 13.0 32.1 233 2477 176/3750	- 258/1800 - 1885 2700

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (s)	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS/kW	ELECTRIC MOTOR TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	TOWING WEIGHT (KG)	TOWING WEIGHT (KG)
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NISSAN

UK dealers: 204 Warranty: 3 years/60,000miles (NV200 3 years/100,000miles) Servicing: 18,000 miles (Pathfinder/Navara 12,500miles)

Leaf

Now British built, better value and available in a choice of trims. Better to drive than before, but still limited by range.																	
3	Visia (Batteries included)	-	5	21490	6017	1-A	23	87	11.5 (124)	0	-	-	107	-	187	1474	0
3	Visia+ (Batteries included)	-	5	22590	6305	1-A	23	87	11.5 (124)	0	-	-	107	-	187	1474	0
3	Acenra (Batteries included)	-	5	23590	6626	1-A	23	87	11.5 (124)	0	-	-	107	-	187	1493	0
3	Tekna (Batteries included)	-	5	25590	7165	1-A	24	89	11.5 (124)	0	-	-	107	-	187	1512	0
3	Visia Flex (Batteries leased)	-	5	16490	4617	1-A	23	87	11.5 (124)	0	-	-	107	-	187	1474	0
3	Visia+ Flex (Batteries leased)	-	5	17590	4925	1-A	23	87	11.5 (124)	0	-	-	107	-	187	1474	0
3	Acenra Flex (Batteries leased)	-	5	18590	5205	1-A	23	87	11.5 (124)	0	-	-	107	-	187	1493	0
3	Tekna Flex (Batteries leased)	-	5	20590	5765	1-A	24	89	11.5 (124)	0	-	-	107	-	187	1512	0

Micra

Not as accomplished as its predecessors, falling short in several key areas. It's frugal though, but not exactly cheap.																		
P	Visia 1.2 DIG-S	-	5	12045	4095	5-M	10	112	11.3	68.9	95	1198	97/5600	-	108/4400	-	1030	0
P	Acenra 1.2 DIG-S	-	5	13045	4435	5-M	10	112	11.3	65.7	99	1198	97/5600	-	108/4400	-	1060	0
P	Tekna 1.2 DIG-S	-	5	14445	4911	5-M	11	112	11.4	65.7	99	1198	97/5600	-	108/4400	-	1100	0

Note

Hi-tech Brit-built alternative to the supermini herd. More efficient than before, but just as spacious.																		
V	Visia 1.5 dCi	-	5	14130	5369	5-M	8	111	11.9	80.7	90	1461	89/4000	-	148/1750	-	1132	450
P	Acenra 1.2 DiG-S	-	5	14625	5558	5-M	10	113	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
P	Acenra 1.5 dCi	-	5	15525	5900	5-M	8	111	11.9	80.7	90	1461	89/4000	-	148/1750	-	1132	450
P	Acenra Style 1.2 DiG-S	-	5	15125	5748	5-M	10	113	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
P	Acenra Style 1.5 dCi	-	5	16025	6090	5-M	9	111	11.9	80.7	90	1461	89/4000	-	148/1750	-	1132	450
P	Acenra Premium 1.2 DiG-S	-	5	15525	5900	5-M	10	113	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
P	Acenra Premium 1.5 dCi	328	5	16425	6242	5-M	9	111	11.9	80.7	90	1461	89/4000	-	148/1750	-	1132	450
P	Acenra Premium Style 1.2 DiG-S	-	5	16025	6090	5-M	10	113	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
P	Acenra Premium Style 1.5 dCi	-	5	16925	6432	5-M	11	111	11.9	80.7	90	1461	89/4000	-	148/1750	-	1132	450
P	Tekna 1.2 DiG-S	-	5	16230	6167	5-M	10	113	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
P	Tekna 1.5 dCi	-	5	17130	6509	5-M	9	111	11.9	80.7	90	1461	89/4000	-	148/1750	-	1132	450
P	Tekna Style 1.2 DiG-S	-	5	16730	6357	5-M	8	113	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
P	Tekna Style 1.5 dCi	-	5	17630	6699	5-M	9	111	11.9	80.7	90	1461	89/4000	-	148/1750	-	1132	450

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
	108 (continued)																
	Active 1.0	-	5 9995	5197	5-M	6	99	14.3	68.9	95	998	68/6000	-	70/4800	-	940	0
	Active 1.0	-	3 9845	4726	5-M	6	99	14.6	74.3	88	998	68/6000	-	70/4800	-	950	0
	Active 1.0	-	5 10245	4938	5-M	6	99	14.6	74.3	88	998	68/6000	-	70/4800	-	950	0
	Active 1.0 2-Tronic	-	5 10495	5038	5-A	6	99	14.3	67.3	97	998	68/6000	-	70/4800	-	958	0
	PureTech 1.2 VTI	-	3 11095	5104	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	962	0
	PureTech 1.2 VTI	332	5 11495	5288	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	962	0
	PureTech 1.2 VTI	-	3 11945	5454	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	962	0
	PureTech 1.2 VTI	-	5 12345	5679	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	962	0
	Top Active 1.0	-	3 10595	5509	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	940	0
	Top Active 1.0	-	5 10995	5717	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	940	0
	Top Active 1.0	-	3 10845	5206	5-M	7	99	14.6	74.3	88	998	68/6000	-	70/4800	-	950	0
	Top Active 1.0	-	5 11245	5398	5-M	7	99	14.6	74.3	88	998	68/6000	-	70/4800	-	950	0
	Top Active 1.0 2-Tronic	-	5 11495	5518	5-A	7	99	14.3	67.3	97	998	68/6000	-	70/4800	-	958	0
	Top Allure PureTech 1.2 VTI	-	3 12095	5564	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	962	0
	Top Allure PureTech 1.2 VTI	-	5 12495	5748	5-M	11	106	11.0	65.7	99	1199	81/5750	-	86/2750	-	962	0

208		Lighter, roomier and better to drive than the 207 it replaces. Position of steering wheel takes some getting used to.										Rating ★★★★★			
LOVE	TERM	TEST	Price	Power	Gear	0-100	Top Speed	Consumption	CO2	Warranty	Service	Insurance	Resale		
	Access+ PureTech 1.0 VTI	-	3	10195	5301	5-M	5	101	14.0	65.7	99	999	67/6000 - 70/3000 - 960 760		
	Access+ PureTech 1.0 VTI	-	3	11445	5951	5-M	5	101	14.0	65.7	99	999	67/6000 - 70/3000 - 960 760		
	Access+ 1.4 HDi	-	3	13245	6358	5-M	11	101	13.5	74.3	98	1398	67/4000 - 118/1750 - 1035 675		
	Active PureTech 1.0 VTI	-	3	12395	6445	5-M	5	101	14.0	65.7	99	999	67/6000 - 70/3000 - 960 760		
	Active PureTech 1.2 e-VDI EGC	-	3	13720	6586	6-A	10	111	14.5	68.9	95	1199	81/5750 - 87/2750 - 965 825		
	Active 1.4 HDi	-	3	14195	6814	5-M	11	101	13.5	74.3	98	1398	67/4000 - 118/1750 - 1035 675		
	Style 1.4 HDi	-	3	14945	7174	5-M	11	101	13.5	74.3	98	1398	67/4000 - 118/1750 - 1035 675		
	Style 1.6 e-HDi	-	3	15595	7174	5-M	17	115	10.9	78.5	95	1560	91/4000 - 170/1750 - 1067 1150		
	Allure PureTech 1.2 e-VDI EGC	-	3	15120	7258	6-A	10	111	14.5	68.9	95	1199	81/5750 - 87/2750 - 965 825		
	Allure 1.6 e-HDi	-	3	16245	7473	5-M	17	115	10.9	78.5	95	1560	91/4000 - 170/1750 - 1067 1150		
	XY 1.6 e-HDi	-	3	17895	8232	5-M	16	115	10.9	78.5	95	1560	91/4000 - 170/1750 - 1067 1150		
	XY 1.6 BlueHDi 120	-	3	18795	7518	6-M	25	118	9.4	78.5	94	1560	118/3500 - 210/1750 - 1115 1150		
	Access+ PureTech 1.0 VTI	-	3	10795	5613	5-M	5	101	14.0	65.7	99	999	67/6000 - 70/3000 - 975 760		
	Access+ PureTech 1.0 VTI	-	5	12045	6263	5-M	5	101	14.0	65.7	99	999	67/6000 - 70/3000 - 975 760		
	Access+ 1.4 HDi	-	3	13845	6369	5-M	11	101	13.5	74.3	98	1398	67/4000 - 118/1750 - 1050 675		
	Active PureTech 1.0 VTI	-	5	12995	6757	5-M	5	101	14.0	65.7	99	999	67/6000 - 70/3000 - 975 760		
	Active PureTech 1.2 e-VDI EGC	-	3	14320	6874	6-A	10	111	14.5	68.9	95	1199	81/5750 - 87/2750 - 980 825		
	Active 1.4 HDi	-	5	14795	6806	5-M	11	101	13.5	74.3	98	1398	67/4000 - 118/1750 - 1050 675		
	Active 1.4 e-HDi EGC	-	5	15495	7438	5-A	11	103	16.2	83.1	87	1397	67/4000 - 118/1750 - 1060 725		
	Style 1.4 HDi	-	5	15545	7151	5-M	10	101	13.5	74.3	98	1398	67/4000 - 118/1750 - 1050 675		
	Style 1.6 e-HDi	-	5	16195	7126	5-M	17	115	10.9	78.5	95	1560	91/4000 - 170/1750 - 1080 1150		
	Allure PureTech 1.2 e-VDI EGC	-	5	15520	7450	6-A	10	111	14.5	68.9	95	1199	81/5750 - 87/2750 - 980 825		
	Allure 1.6 e-HDi	300	5	16645	7324	5-M	17	115	10.9	78.5	95	1560	91/4000 - 170/1750 - 1080 1150		
	Roland Garros 1.6 e-HDi	-	5	18745	8248	5-M	18	115	10.9	78.5	95	1560	91/4000 - 170/1750 - 1080 1150		
	Feline 1.6 BlueHDi 120	335	5	18945	7578	6-M	25	118	9.4	78.5	94	1560	118/3500 - 210/1750 - 1115 1150		

2008		One of the strongest contenders in the burgeoning baby crossover market. Great to drive, frugal and well priced too.													Rating ★★★★★		
LOVE	TEST																
	Access+ 1.4 HDi	-	5	14495	5218	5-M	10	139	14.9	70.6	104	1398	67/4000	-	118/1750	-	1090 670
	Active PureTech 1.2 e-VTI EGC	-	5	15120	5443	6-A	9	106	15.4	65.7	99	1199	81/5750	-	87/2750	-	1055 770
	Active 1.4 HDi	-	5	15595	5614	5-M	10	139	14.9	70.6	104	1398	67/4000	-	118/1750	-	1090 670
	Active 1.6 e-HDi	-	5	16245	5848	5-M	17	113	12.8	70.6	103	1560	91/4000	-	170/1750	-	1160 1270
	Active 1.6 e-HDi EGC	-	5	16845	6064	6-A	9	106	15.3	74.3	98	1560	91/4000	-	170/1750	-	1170 820
	Allure PureTech 1.2 e-VTI EGC	-	5	16420	5911	6-A	9	106	15.4	65.7	99	1199	81/5750	-	87/2750	-	1055 770
	Allure 1.6 e-HDi	331	5	17745	6388	5-M	18	113	12.8	70.6	103	1560	91/4000	-	170/1750	-	1160 1270
	Allure 1.6 e-HDi EGC	-	5	18145	6532	6-A	18	112	13.3	74.3	98	1560	91/4000	-	170/1750	-	1170 820
	Allure 1.6 BlueHDi 120	-	5	18595	6694	6-M	22	119	9.6	76.3	96	1560	118/3500	-	221/1750	-	1200 1300
	Crossway 1.6 e-HDi	-	5	18845	6784	5-M	18	113	12.8	70.6	103	1560	91/4000	-	170/1750	-	1160 1270
	Crossway 1.6 BlueHDi 120	-	5	19695	7090	6-M	22	119	9.6	76.3	96	1560	118/3500	-	221/1750	-	1200 1300
	Feline 1.6 e-HDi	-	5	19145	6892	5-M	17	113	12.8	70.6	103	1560	91/4000	-	170/1750	-	1160 1270
	Feline 1.6 BlueHDi 120	-	5	19995	7198	6-M	22	119	9.6	76.3	96	1560	118/3500	-	221/1750	-	1200 1300

LOVE	TERM	TEST	New 308										Rating ★★★★★						
			A significant leap forward, in quality and dynamics, and one of the most comfortable riding cars in its class.																
	Access 1.6 HDi	-	5	16945	7456	5-M	15	113	11.3	78.5	93	1560	91/4000	-	170/1750	-	1340	1300	
	Active 1.6 HDi	-	5	18645	8204	5-M	15	113	11.3	78.5	93	1560	91/4000	-	170/1750	-	1340	1300	
	Active 1.6 HDi	-	5	19445	8167	6-M	18	121	10.2	76.3	95	1560	114/3600	-	199/1750	-	1395	1400	
	Active 1.6 BlueHDi	-	5	19845	8335	6-M	22	122	9.7	91.1	82	1598	118/3500	-	221/1750	-	1430	1400	
	Allure 1.6 HDi	-	5	20645	8671	6-M	18	118	11.9	74.3	100	1560	114/3600	-	199/1750	-	1395	1400	
	Allure 1.6 BlueHDi	-	5	21045	8839	6-M	24	122	9.7	88.3	84	1598	118/3500	-	221/1750	-	1430	1400	
	Allure 2.0 BlueHDi	-	5	21945	8778	6-M	26	132	8.9	76.3	97	1998	148/3750	-	273/2000	-	1490	1600	
	Allure 2.0 BlueHDi Automatic	-	5	22945	9178	6-A	25	131	8.6	68.9	107	1998	148/3750	-	273/2000	-	1535	1500	
	GT Line 1.6 HDi	-	5	22195	9322	6-M	22	118	11.9	74.3	100	1560	114/3600	-	199/1750	-	1395	1400	
	GT Line 1.6 BlueHDi	-	5	22595	9490	6-M	18	117	10.3	74.3	98	1598	118/3500	-	221/1750	-	1430	1400	
	GT Line 2.0 BlueHDi	-	5	23495	9398	6-M	26	132	8.9	76.3	97	1998	148/3750	-	273/2000	-	1490	1600	
	GT Line 2.0 BlueHDi Automatic	-	5	24495	9798	6-A	26	131	8.6	68.9	107	1998	148/3750	-	273/2000	-	1535	1500	
	GT 2.0 BlueHDi Automatic	-	5	25945	10378	6-A	29	136	8.4	70.6	103	1998	178/3750	-	295/2000	-	1540	1500	
	SW Access 1.6 HDi	-	5	17845	7495	5-M	15	112	13.7	74.3	93	1560	91/4000	-	170/1750	-	1430	1200	
	SW Active 1.6 HDi	-	5	19545	8209	5-M	15	112	13.7	74.3	93	1560	91/4000	-	170/1750	-	1430	1200	
	SW Active 1.6 BlueHDi	-	5	20345	8545	6-M	18	119	12.0	76.3	95	1560	114/3600	-	199/1750	-	1455	1300	
	SW Allure 1.6 HDi	-	5	20745	8298	6-M	22	121	12.1	88.3	85	1560	118/3500	-	221/1750	-	1475	1300	
	SW Allure 1.6 BlueHDi	-	5	21545	9049	6-M	24	121	11.7	72.5	74.3	100	1560	114/3600	-	199/1750	-	1455	1300
	SW Allure 2.0 BlueHDi	-	5	21945	8778	6-M	26	132	12.1	85.6	88	1560	118/3500	-	221/1750	-	1475	1300	
	SW Allure 2.0 BlueHDi Automatic	-	5	22845	9138	6-M	25	130	10.1	70.6	105	1997	148/3750	-	273/2000	-	1550	1500	
	SW Allure 2.0 BlueHDi Automatic	-	5	23845	9538	6-A	26	130	10.0	70.6	111	1997	148/3750	-	273/2000	-	1535	1400	
	SW GT Line 1.6 HDi	-	5	23095	9700	6-M	22	117	12.5	74.3	100	1560	114/3600	-	199/1750	-	1455	1300	
	SW GT Line 2.0 BlueHDi	-	5	24395	9758	6-M	26	130	10.1	70.6	105	1997	148/3750	-	273/2000	-	1550	1500	
	SW GT Line 2.0 BlueHDi Automatic	-	5	25395	10158	6-A	26	130	10.0	68.2	117	1997	148/3750	-	273/2000	-	1535	1400	
	SW GT 2.0 BlueHDi Automatic	-	5	26845	10738	6-A	29	135	8.6	68.8	107	1997	178/3750	-	295/2000	-	1540	1500	

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PSkW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSkW	ELECTRIC MOTOR TORQUE LB FT/PSkW	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
	ST Limited dCi 130	-	5 21245	8073	6-M	20	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
	ST GT Line TomTom dCi 110	-	5 21745	8263	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1302	1500
	ST GT Line TomTom dCi 110 EDC Auto	-	5 22745	8643	6-A	19	118	12.1	67.3	110	1461	109/4000	-	177/1750	-	1289	1500
	ST GT Line TomTom dCi 130	-	5 22245	8453	6-M	22	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
	ST Expression+ dCi 110	-	5 19245	7313	6-M	19	118	12.1	80.7	90	1461	109/4000	-	177/1750	-	1302	1500
	ST Expression+ dCi 110 EDC Auto	-	5 20245	7693	6-A	19	118	12.1	67.3	110	1461	109/4000	-	177/1750	-	1289	1500
	ST Dynamique TomTom dCi 110	-	5 20245	7693	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1302	1500
	ST Dynamique TomTom dCi 110 EDC Auto	-	5 21245	8073	6-A	19	118	12.1	67.3	110	1461	109/4000	-	177/1750	-	1289	1500
	ST Dynamique TomTom dCi 130	-	5 20745	7883	6-M	21	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
	ST Limited dCi 110	-	5 20745	7883	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1302	1500
	ST Limited dCi 110 EDC Auto	-	5 21745	8263	6-A	19	118	12.1	67.3	110	1461	109/4000	-	177/1750	-	1289	1500
	ST Limited dCi 130	-	5 21245	8073	6-M	21	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
	ST GT Line TomTom dCi 110	-	5 21745	8263	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1302	1500
	ST GT Line TomTom dCi 110 EDC Auto	-	5 22745	8643	6-A	19	118	12.1	67.3	110	1461	109/4000	-	177/1750	-	1289	1500
	ST GT Line TomTom dCi 130	-	5 22245	8453	6-M	22	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
	CC Dynamique TomTom dCi 110	-	2 24545	8363	6-A	19	112	12.4	62.8	115	1461	109/4000	-	192/1750	-	1576	750
	CC Dynamique TomTom dCi 110 EDC Auto	-	2 25545	9196	6-M	17	118	13.2	58.9	124	1461	109/4000	-	177/1750	-	1600	750
	CC Dynamique TomTom dCi 130	-	2 25045	9016	6-M	22	127	10.8	64.2	115	1598	129/4000	-	236/1750	-	1621	750
	CC GT Line TomTom dCi 110 EDC Auto	-	2 27045	9736	6-A	17	118	13.2	58.9	124	1461	109/4000	-	177/1750	-	1600	750
	CC GT Line TomTom dCi 130	327	2 26545	9556	6-M	22	127	10.8	64.2	115	1598	129/4000	-	236/1750	-	1621	750

CHART TOPPERS

BEST SELLING ALTERNATIVE FUEL LUXURY CARS IN 2014

1	Mercedes-Benz S-Class	504
2	Porsche Panamera	188
3	BMW 7 Series	57
4	Audi A8	24
5	Lexus LS 600h	20



Scenic	Rating	★★★★★
Spacious, comfortable, frugal and stylish, and all mated to a decent driving experience too.		
XMOD Dynamique TomTom dCi 110 XMOD Dynamique TomTom dCi 110 EDC Auto XMOD Dynamique TomTom dCi 130 Dynamique TomTom dCi 110 Dynamique TomTom dCi 110 EDC Auto Dynamique TomTom dCi 130 Limited dCi 110 Limited dCi 110 EDC Auto Limited dCi 130 Grand Dynamique TomTom dCi 110 Grand Dynamique TomTom dCi 110 EDC Auto Grand Dynamique TomTom dCi 130 Grand Limited dCi 110 Grand Limited dCi 110 EDC Auto Grand Limited dCi 130	- 5 21295 7240 6-M 19 112 12.5 68.9 105 1461 109/4000 - 192/1750 - 1457 1300 - 5 22395 7614 6-M 24 121 13.4 60.1 124 1461 109/4000 - 177/1750 - 1479 1300 - 5 22395 7614 6-M 24 121 10.3 64.2 114 1598 129/4000 - 236/1750 - 1511 1300 - 5 21295 7240 6-M 19 112 12.5 68.9 105 1461 109/4000 - 192/1750 - 1434 1300 - 5 22395 7614 6-M 19 112 13.4 60.1 124 1461 109/4000 - 177/1750 - 1461 1300 - 5 22395 7614 6-M 23 121 10.3 64.2 114 1598 129/4000 - 236/1750 - 1490 1300 - 5 21795 7410 6-M 19 112 12.5 68.9 105 1461 109/4000 - 192/1750 - 1434 1300 - 5 22895 7784 6-M 19 112 13.4 60.1 124 1461 109/4000 - 177/1750 - 1461 1300 - 5 22895 7784 6-M 23 121 10.3 62.8 116 1598 129/4000 - 236/1750 - 1505 1300 - 5 22515 7655 6-M 19 112 13.5 68.9 105 1461 109/4000 - 192/1750 - 1516 1300 - 5 23615 8028 6-A 19 112 14.3 60.1 124 1461 109/4000 - 177/1750 - 1544 1300 - 5 23615 8028 6-M 24 121 11.1 64.2 114 1598 129/4000 - 236/1750 - 1563 1300 - 5 23015 7825 6-M 19 112 13.5 68.9 105 1461 109/4000 - 192/1750 - 1516 1300 - 5 24115 8199 6-M 19 112 14.3 60.1 124 1461 109/4000 - 177/1750 - 1544 1300 - 5 24115 8199 6-M 24 121 11.1 62.8 116 1598 129/4000 - 236/1750 - 1600 1300	- 1457 1300 - 1479 1300 - 1511 1300 - 1434 1300 - 1461 1300 - 1490 1300 - 1434 1300 - 1461 1300 - 1505 1300 - 1516 1300 - 1544 1300 - 1563 1300 - 1516 1300 - 1544 1300 - 1600 1300

Twizy	Rating	★★★★★
It's funky, and a real hoot. This city quadricycle is perfect if you live on the Riviera.		
Urban Technic	- 2 6895 tba 1-A 10 50 - (62) 0 - - 17 - 42 474 0 - 2 7595 tba 1-A 11 50 - (62) 0 - - 17 - 42 474 0	- 42 474 0 - 42 474 0




















Zoe	Rating	★★★★★
All-electric supermini priced in line with a diesel, and set to revolutionise the electric market for the masses.		
Expression (Batteries leased) Dynamique Zen (Batteries leased) Dynamique Intens (Batteries leased) i Expression (Batteries included) i Dynamique Zen (Batteries included) i Dynamique Intens (Batteries included)	- 5 13995 tba 1-A 15 84 13.5 (130) 0 - - 87 - 162 1468 0 - 5 15195 tba 1-A 16 84 13.5 (130) 0 - - 87 - 162 1468 0 - 5 15195 tba 1-A 16 84 13.5 (130) 0 - - 87 - 162 1468 0 - 5 18443 tba 1-A 14 84 13.5 (130) 0 - - 87 - 162 1468 0 - 5 20043 tba 1-A 15 84 13.5 (130) 0 - - 87 - 162 1468 0 - 5 20043 tba 1-A 15 84 13.5 (130) 0 - - 87 - 162 1468 0	- 162 1468 0 - 162 1468 0 - 162 1468 0 - 162 1468 0 - 162 1468 0 - 162 1468 0

SEAT	Rating	★★★★★
UK dealers: 123 Warranty: 3 years/60,000miles Servicing: Variable Schedule		
Mii Ecomotive 1.0 12V Ecomotive 1.0 12V	- 3 9530 3812 5-M 1 100 14.4 68.9 95 999 59/5500 - 68/3000 - 940 0 - 5 9880 3952 5-M 1 100 14.4 68.9 95 999 59/5500 - 68/3000 - 940 0	- 940 0 - 940 0

Ibiza	Rating	★★★★★
It's got driving edge and the reassurance of VW backing. Prices are keen and standard kit isn't bad either.		
SC FR 1.6 TDI S 1.2 TDI S 1.2 TDI Ecomotive SE 1.2 TDI Ecomotive SE 1.6 TDI FR 1.6 TDI ST S 1.2 TDI Ecomotive ST SE 1.2 TDI Ecomotive ST SE 1.6 TDI ST FR 1.6 TDI	- 3 15910 6364 5-M 14 117 10.5 65.7 112 1598 103/4400 - 184/1500 - 1170 1200 - 3 13855 5542 5-M 7 104 13.9 72.4 102 1199 74/4000 - 133/1500 - 1135 1000 - 3 14380 5752 5-M 7 107 13.9 80.7 92 1199 74/4000 - 133/1500 - 1150 1000 299 5 14910 5964 5-M 7 107 13.9 80.7 92 1199 74/4000 - 133/1500 - 1150 1000 - 3 15460 6184 5-M 14 117 10.5 65.7 112 1598 103/4400 - 184/1500 - 1170 1200 - 3 16460 6584 5-M 14 117 10.5 65.7 112 1598 103/4400 - 184/1500 - 1170 1200 - 3 15080 6032 5-M 7 107 14.6 80.7 92 1199 74/4000 - 133/1500 - 1205 1000 - 3 15610 6244 5-M 7 107 14.6 80.7 92 1199 74/4000 - 133/1500 - 1205 1000 - 3 16160 6464 5-M 14 117 10.9 65.7 112 1598 103/4400 - 184/1500 - 1225 1200 - 3 17160 6864 5-M 14 117 10.9 65.7 112 1598 103/4400 - 184/1500 - 1225 1200	- 1170 1200 - 1135 1000 - 1150 1000 - 1150 1000 - 1170 1200 - 1170 1200 - 1205 1000 - 1205 1000 - 1225 1200 - 1225 1200

Toledo	Rating	★★★★★
Spacious hatchback that looks like a saloon. It's keenly priced and shares a design with the Skoda Rapid.		
S 1.6 TDI Ecomotive S 1.6 TDI Auto SE 1.6 TDI Ecomotive SE 1.6 TDI Auto I-TECH 1.6 TDI Ecomotive	- 5 17150 6860 5-M 15 118 10.4 72.4 104 1598 103/4400 - 184/1500 - 1265 1200 - 5 16895 6794 7-A 14 114 12.2 62.8 118 1598 89/4200 - 170/1500 - 1285 1200 316 5 18370 7348 5-M 16 118 10.4 70.6 106 1598 103/4400 - 184/1500 - 1265 1200 - 5 18205 7282 7-A 14 114 12.2 62.8 118 1598 89/4200 - 170/1500 - 1285 1200 - 5 18870 7548 5-M 15 118 10.4 70.6 106 1598 103/4400 - 184/1500 - 1265 1200	- 1265 1200 - 1285 1200 - 1265 1200 - 1285 1200

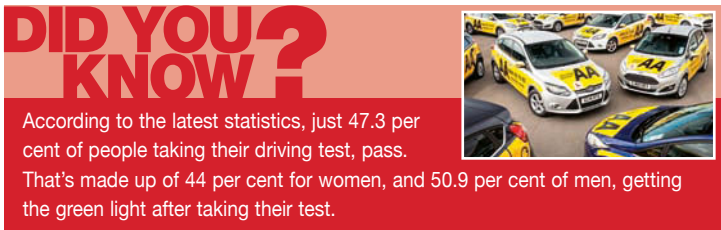
Leon	Rating	★★★★★
A Golf in a sporty Spanish outfit, it's a well-balanced combination of style, solidity and refinement.		
SC S 1.6 TDI SC SE 1.6 TDI SC SE 1.6 TDI Auto SC SE 1.6 TDI Ecomotive SC SE 2.0 TDI SC SE 2.0 TDI Auto SC FR 2.0 TDI SC FR 2.0 TDI Auto SC FR 2.0 TDI Auto S 1.6 TDI S 1.6 TDI S 1.6 TDI Auto S 1.6 TDI Ecomotive S 2.0 TDI S 2.0 TDI Auto FR 2.0 TDI FR 2.0 TDI Auto FR 2.0 TDI FR 2.0 TDI Auto	- 3 17515 7006 5-M 13 119 10.6 74.3 99 1598 103/3000 - 184/1750 - 1266 1500 - 3 18635 7454 5-M 13 119 10.6 74.3 99 1598 103/3000 - 184/1750 - 1266 1500 - 3 19885 7954 7-A 13 119 10.6 72.4 102 1598 103/3000 - 184/1750 - 1286 1500 - 3 19625 7880 6-M 14 124 10.4 85.6 87 1598 109/3200 - 184/1500 - 1240 1000 - 3 19985 7994 6-M 19 134 8.3 68.9 106 1968 148/3500 - 236/1750 - 1285 1600 - 3 21235 8494 6-A 19 131 8.3 64.2 117 1968 148/3500 - 236/1750 - 1315 1600 - 3 21530 8612 6-M 20 134 8.3 68.9 106 1968 148/3500 - 236/1750 - 1285 1600 - 3 22880 9152 6-M 20 131 8.3 64.2 117 1968 148/3500 - 236/1750 - 1315 1600 320 3 22520 9008 6-M 26 142 7.4 67.3 109 1968 181/3500 - 280/1750 - 1350 1600 - 3 23870 9548 6-A 26 140 7.4 62.8 119 1968 181/3500 - 280/1750 - 1370 1600 - 5 17815 7126 5-M 13 119 10.7 74.3 99 1598 103/3000 - 184/1750 - 1286 1500 313 5 18935 7574 5-M 13 119 10.7 74.3 99 1598 103/3000 - 184/1750 - 1286 1500 - 5 20185 8074 7-A 13 119 10.7 72.4 102 1598 103/3000 - 184/1750 - 1306 1500 328 5 19925 7970 6-M 14 124 10.5 85.6 87 1598 109/3200 - 184/1500 - 1260 1000 - 5 20285 8114 6-M 19 134 8.3 68.9 106 1968 148/3500 - 236/1750 - 1305 1600 - 5 21535 8614 6-A 19 131 8.4 64.2 117 1968 148/3500 - 236/1750 - 1335 1600 320 5 21830 8732 6-M 20 134 8.4 68.9 106 1968 148/3500 - 236/1750 - 1305 1600 - 5 23180 9272 6-A 20 131 8.4 64.2 117 1968 148/3500 - 236/1750 - 1335 1600 - 5 22820 9128 6-M 26 142 7.5 67.3 109 1968 181/3500 - 280/1750 - 1370 1600 - 5 24710 9668 6-A 26 140 7.5 62.8 119 1968 181/3500 - 280/1750 - 1390 1600	- 1266 1500 - 1266 1500 - 1286 1500 - 1240 1000 - 1285 1600 - 1315 1600 - 1285 1600 - 1315 1600 - 1350 1600 - 1370 1600 - 1286 1500 - 1286 1500 - 1306 1500 - 1260 1000 - 1305 1600 - 1335 1600 - 1305 1600 - 1335 1600 - 1370 1600 - 1390 1600

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PSkW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSkW	ELECTRIC MOTOR TORQUE LB FT/PSkW	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
	ST S 1.6 TDI	-	5	18810	7524	5-M	13	119	11.1	74.3	99	1598	103/3000	-	184/1750	-	1331	1500
	ST SE 1.6 TDI	-	5	19930	7972	5-M	13	119	11.1	74.3	99	1598	103/3000	-	184/1750	-	1331	1500
	ST SE 1.6 TDI Auto	-	5	21180	8472	7-A	13	119	11.0	72.4	102	1598	103/3000	-	184/1750	-	1351	1500
	ST SE 1.6 TDI Ecomotive	-	5	20920	8368	6-M	14	124	10.6	85.6	87	1598	109/3200	-	184/1500	-	1280	1000
	ST SE 2.0 TDI	-	5	21280	8512	6-M	19	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1350	1600
	ST SE 2.0 TDI Auto	-	5	22530	9012	6-A	19	131	8.6	62.8	119	1968	148/3500	-	236/1750	-	1380	1600
	ST FR 2.0 TDI	330	5	22825	9130	6-M	20	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1350	1600
	ST FR 2.0 TDI Auto	-	5	24175	9670	6-A	20	131	8.6	62.8	119	1968	148/3500	-	236/1750	-	1380	1600
	ST FR 2.0 TDI	-	5	23815	9566	6-M	26	142	7.8	65.7	112	1968	181/3500	-	280/1750	-	1415	1600
	ST FR 2.0 TDI Auto	-	5	25165	10066	6-M	26	140	7.8	60.1	122	1968	181/3500	-	280/1750	-	1435	1600
	X-PERIENCE SE 2.0 TDI	-	5	24385	9754	7-M	19	129	8.7	57.6	129	1968	148/3500	-	251/1750	-	1484	2000
	X-PERIENCE SE Technology 2.0 TDI	-	5	26370	10548	6-M	20	129	8.7	57.6	129	1968	148/3500	-	251/1750	-	1484	2000
	X-PERIENCE SE Technology 2.0 TDI Auto	-	5	28870	11548	6-A	23	139	7.1	57.6	129	1968	181/3500	-	280/1750	-	1529	1600
Altea																		
Take normal MPV formula and stir in Spanish spice. Decent results but add XL to mix if you need space.																		
	I-TECH 1.6 TDI Ecomotive	-	5	20145	6577	5-M	14	114	12.2	62.8	119	1598	103/4000	-	184/1500	-	1475	1400
	I-TECH 1.6 TDI Auto	-	5	19325	6873	7-A	14	114	12.4	57.6	129	1598	103/4000	-	184/1500	-	1475	1400
	I-TECH 2.0 TDI	-	5	20145	7252	6-M	19	125	9.7	57.6	129	1968	138/4200	-	236/1750	-	1465	1400
	XL I-TECH 1.6 TDI Ecomotive	-	5	20065	6223	5-M	13	114	12.4	62.8	119	1598	103/4000	-	184/1500	-	1480	1400
	XL I-TECH 1.6 TDI Auto	-	5	20935	7537	7-A	13	114	12.6	57.6	129	1598	103/4000	-	184/1500	-	1505	1400
	XL I-TECH 2.0 TDI	-	5	20865	7511	6-M	19	125	9.8	57.6	129	1968	138/4200	-	236/1750	-	1490	1400

POWER	ISSUE TESTED	DOORS
	LIST PRICE £	
	TRADE-IN VALUE	
	GEARBOX	
	INS. GROUP	
	TOP SPEED	
	0-62MPH	
	COMBINED MPG (RANGE)	
	CO2 G/KM	
	ENGINE CC	
ENGINE POWER BHP/RPM		
ELECTRIC MOTOR POWER BHP		
ENGINE TORQUE LB FT/RPM		
ELECTRIC MOTOR TORQUE LB FT/RPM		
KERB WEIGHT (KG)		
TOWING WEIGHT (KG)		

Octavia (continued)

D	Laurin & Klement 2.0 TDI CR Auto	-	5	28005	12322	6-M	22	134	8.6	62.8	119	1968	148/3500	-	236/1750	-	1275	1660
D	VRS 2.0 TDI CR	315	24365	10721	6-M	24	124	8.6	61.4	119	1968	181/3500	-	280/1750	-	1395	1660	
D	VRS 2.0 TDI CR Auto	-	5	25755	11332	6-M	24	163	8.2	56.5	119	1968	181/3500	-	280/1750	-	1415	1660
D	Estate S 1.6 TDI CR	-	5	19380	8527	5-M	13	119	11.0	74.3	99	1598	104/3000	-	184/1500	-	1247	1500
D	Estate S 1.6 TDI CR Auto	-	5	20630	9077	7-A	13	119	11.1	70.6	104	1598	104/3000	-	184/1500	-	1262	1500
D	Estate SE 1.6 TDI CR	-	5	20730	9121	5-M	13	119	11.0	74.3	99	1598	104/3000	-	184/1500	-	1247	1500
D	Estate SE 1.6 TDI CR Auto	-	5	21980	9671	7-A	13	119	11.1	70.6	104	1598	104/3000	-	184/1500	-	1262	1500
D	Estate SE 1.6 TDI CR 4x4	-	5	22180	9759	5-M	13	117	11.7	60.1	119	1598	104/3000	-	184/1500	-	1360	1700
D	Estate SE 2.0 TDI CR	-	5	21630	9517	6-M	19	134	8.6	67.3	110	1968	148/3500	-	236/1750	-	1272	1660
D	Estate SE 2.0 TDI CR Auto	-	5	22880	10067	6-M	19	132	8.7	67.8	119	1968	148/3500	-	236/1750	-	1292	1660
D	Estate SE 2.0 TDI CR 4x4	-	5	23080	9894	6-M	19	132	8.7	67.6	124	1968	148/3500	-	236/1750	-	1380	2000
D	Estate GreenLine III 1.6 TDI CR	-	5	21320	9381	5-M	15	127	10.7	78.3	85	1598	108/3250	-	184/1500	-	1205	1300
D	Estate SE Business 1.6 TDI CR	-	5	20580	9055	5-M	14	119	11.0	74.3	99	1598	104/3000	-	184/1500	-	1247	1500
D	Estate SE Business 1.6 TDI CR Auto	-	5	21830	9605	7-A	14	119	11.1	70.6	104	1598	104/3000	-	184/1500	-	1262	1500
D	Estate SE Business 1.6 TDI CR GreenLine III	-	5	21170	9315	5-M	15	127	10.7	78.6	85	1598	108/3250	-	184/1500	-	1205	1300
D	Estate SE Business 2.0 TDI CR	-	5	21480	9451	6-M	20	134	8.6	67.3	110	1968	148/3500	-	236/1750	-	1272	1660
D	Estate SE Business 2.0 TDI CR Auto	-	5	22730	10011	6-M	20	132	8.7	67.8	119	1968	148/3500	-	236/1750	-	1292	1660
D	Estate Elegance 1.6 TDI CR	-	5	22430	9869	5-M	14	119	11.0	74.3	99	1598	104/3000	-	184/1500	-	1247	1500
D	Estate Elegance 1.6 TDI CR Auto	-	5	23680	10419	7-A	14	119	11.1	70.6	104	1598	104/3000	-	184/1500	-	1262	1500
D	Estate Elegance 1.6 TDI CR 4x4	-	5	23880	10507	5-M	14	117	11.7	60.1	119	1598	104/3000	-	184/1500	-	1360	1700
D	Estate Elegance 2.0 TDI CR	-	5	23330	10265	6-M	20	134	8.6	67.3	110	1968	148/3500	-	236/1750	-	1272	1660
D	Estate Elegance 2.0 TDI CR Auto	325	54580	10815	6-M	20	132	8.7	67.8	119	1968	148/3500	-	236/1750	-	1292	1660	
D	Estate Elegance 2.0 TDI CR 4x4	-	5	24780	10408	6-M	20	132	8.7	67.6	124	1968	148/3500	-	236/1750	-	1380	2000
D	Estate Laurin & Klement 2.0 TDI CR	-	5	27560	12126	6-M	22	134	8.6	67.3	110	1968	148/3500	-	236/1750	-	1272	1660
D	Estate Laurin & Klement 2.0 TDI CR Auto	-	5	28810	12876	6-M	22	132	8.7	67.8	119	1968	148/3500	-	236/1750	-	1292	1660
D	Estate Laurin & Klement 2.0 TDI CR 4x4	-	5	29010	12614	6-M	22	132	8.7	67.6	124	1968	148/3500	-	236/1750	-	1380	2000
D	Estate VRS 2.0 TDI CR	-	5	25170	10715	6-M	24	163	8.2	56.5	119	1968	181/3500	-	280/1750	-	1407	1660
D	Estate VRS 2.0 TDI CR Auto	-	5	26560	11686	6-M	24	182	8.3	61.4	119	1968	181/3500	-	280/1750	-	1427	1660
D	Estate VRS 2.0 TDI CR 4x4	-	5	25530	10723	6-M	23	139	8.1	55.5	124	1968	181/3500	-	251/1750	-	1451	2000
D	Scout 2.0 TDI CR 4x4 Auto	332	28250	11846	6-M	22	136	7.8	55.4	134	1968	181/3500	-	280/1750	-	1484	1800	



New Superb

Classier, it now fits its name more so than ever before. We've yet to test it, but will do soon.

D	S 1.6 TDI CR	-	5 20040	10020	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	S 1.6 TDI CR Auto	-	5 21440	10720	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	SE 1.6 TDI CR	-	5 21590	10795	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	SE 1.6 TDI CR Auto	-	5 22990	11495	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	SE 2.0 TDI CR	-	5 22090	11045	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	SE 2.0 TDI CR Auto	-	5 23490	11745	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	SE 2.0 TDI CR 4x4	-	5 23590	11795	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	SE Business 1.6 TDI CR	-	5 21590	10795	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	SE Business 1.6 TDI CR Auto	-	5 22990	11495	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	SE Business 2.0 TDI CR	-	5 22090	11045	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	SE Business 2.0 TDI CR Auto	-	5 23490	11745	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	SE L Executive 1.6 TDI CR	-	5 24620	12310	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	SE L Executive 2.0 TDI CR	-	5 25120	12560	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	SE L Executive 2.0 TDI CR Auto	-	5 26520	13260	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	SE L Executive 2.0 TDI CR 4x4	-	5 26620	13310	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	SE L Executive 2.0 TDI CR	-	5 27320	13660	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	SE L Executive 2.0 TDI CR Auto	-	5 28720	14360	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	SE L Executive 2.0 TDI CR 4x4 Auto	-	5 30220	15110	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	Laurin & Klement 2.0 TDI CR	-	5 28740	14370	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	Laurin & Klement 2.0 TDI CR Auto	-	5 30140	15070	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	Laurin & Klement 2.0 TDI CR 4x4	-	5 30240	15120	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	Laurin & Klement 2.0 TDI CR	-	5 30940	15470	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	Laurin & Klement 2.0 TDI CR Auto	-	5 32340	16170	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba
D	Laurin & Klement 2.0 TDI CR 4x4 Auto	-	5 33840	16920	tba	tba	tba	tba	tba	tba	tba	-	tba	-	tba	tba	tba

Superb

Newly refreshed, and a little more expensive. There's still limousine levels of luxury though, and it's great to drive.

D	S 1.6 TDI CR	-	5	19890	9945	6-M	17	121	12.1	62.8	17	1598	104/4400	-	184/1500	-	1437	1500
D	S 1.6 TDI CR GreenLine III	-	5	16200	10100	6-M	17	122	12.2	67.3	109	1598	104/4400	-	184/1500	-	1444	0
D	S 2.0 TDI CR	-	5	20490	10245	6-M	22	131	10.0	61.4	19	1968	138/4200	-	236/1750	-	1457	1800
D	S 2.0 TDI CR Auto	-	5	21930	10965	6-M	22	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
D	SE 1.6 TDI CR GreenLine III	-	5	21665	10833	6-M	17	122	12.2	67.3	109	1598	104/4400	-	184/1500	-	1444	0
D	SE 2.0 TDI CR	-	5	22130	11065	6-M	22	132	10.0	61.4	19	1968	138/4200	-	236/1750	-	1457	1800
D	SE 2.0 TDI CR Auto	-	5	23570	11785	6-A	23	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
D	SE 2.0 TDI CR	-	5	23060	11550	6-M	25	138	8.6	53.4	120	1968	168/4200	-	258/1750	-	1465	1800
D	SE 2.0 TDI CR Auto	-	5	24500	12250	6-M	25	138	8.6	53.4	139	1968	168/4200	-	258/1750	-	1482	1800
D	SE 2.0 TDI CR 4x4 Auto	-	5	25960	12980	6-A	24	136	8.7	50.4	147	1968	168/4200	-	258/1750	-	1559	2000
D	SE Business 1.6 TDI CR GreenLine III	-	5	20625	10313	6-M	17	122	12.2	67.3	109	1598	104/4400	-	184/1500	-	1444	0
D	SE Business 2.0 TDI CR	-	5	21090	10545	6-M	22	132	10.0	61.4	19	1968	138/4200	-	236/1750	-	1457	1800
D	SE Business 2.0 TDI CR Auto	-	5	22525	11263	6-M	22	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
D	Elegance 1.6 TDI CR GreenLine III	-	5	23940	11995	6-M	17	122	12.2	67.3	109	1598	104/4400	-	184/1500	-	1444	0
D	Elegance 2.0 TDI CR	-	5	24880	12420	6-M	23	132	10.0	61.4	19	1968	138/4200	-	236/1750	-	1457	1800
D	Elegance 2.0 TDI CR Auto	-	5	26280	13140	6-M	23	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
D	Elegance 2.0 TDI CR 4x4	-	5	26430	13215	6-M	23	130	10.3	53.3	137	1968	138/4200	-	236/1750	-	1534	2000
D	Elegance 2.0 TDI CR	-	5	25770	12885	6-M	26	138	8.6	61.4	120	1968	168/4200	-	258/1750	-	1465	1800
D	Elegance 2.0 TDI CR Auto	-	5	27210	13605	6-A	26	138	8.6	53.3	139	1968	168/4200	-	258/1750	-	1482	1800
D	Elegance 2.0 TDI CR 4x4 Auto	-	5	28670	14335	6-A	26	136	8.7	50.4	147	1968	168/4200	-	258/1750	-	1559	2000
D	Laurin & Klement 2.0 TDI CR	-	5	26960	13480	6-M	24	132	10.0	61.4	19	1968	138/4200	-	236/1750	-	1457	1800
D	Laurin & Klement 2.0 TDI CR Auto	-	5	28400	14200	6-M	24	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
D	Laurin & Klement 2.0 TDI CR 4x4	-	5	28550	14275	6-M	23	130	10.3	53.3	137	1968	138/4200	-	236/1750	-	1534	2000
D	Laurin & Klement 2.0 TDI CR	-	5	27890	13945	6-M	26	138	8.6	61.4	120	1968	168/4200	-	258/1750	-	1465	1800
D	Laurin & Klement 2.0 TDI CR Auto	-	5	29330	14665	6-M	26	138	8.6	53.3	139	1968	168/4200	-	258/1750	-	1482	1800
D	Laurin & Klement 2.0 TDI CR 4x4 Auto	-	5	30790	15395	6-A	26	136	8.7	50.4	147	1968	168/4200	-	258/1750	-	1559	2000
D	Estate S 1.6 TDI CR	-	5	21015	10508	6-M	17	119	12.2	61.4	19	1598	104/4400	-	184/1500	-	1459	1500
D	Estate S 1.6 TDI CR GreenLine III	-	5	21325	10663	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0
D	Estate S 2.0 TDI CR	-	5	21615	10808	6-M	22	131	10.1	61.4	19	1968	138/4200	-	236/1750	-	1479	1800
D	Estate S 2.0 TDI CR Auto	-	5	23055	11528	6-M	22	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
D	Estate SE 1.6 TDI CR GreenLine III	-	5	22945	11473	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0
D	Estate SE 2.0 TDI CR	-	5	23410	11705	6-M	23	131	10.1	61.4	19	1968	138/4200	-	236/1750	-	1479	1800
D	Estate SE 2.0 TDI CR Auto	-	5	24850	12425	6-M	23	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
D	Estate SE 2.0 TDI CR	-	5	24340	12170	6-M	25	140	8.0	60.1	122	1968	168/4200	-	258/1750	-	1487	1800
D	Estate SE 2.0 TDI CR Auto	-	5	25780	12890	6-A	25	137	8.7	52.3	141	1968	168/4200	-	258/1750	-	1504	1800
D	Estate SE 2.0 TDI CR 4x4 Auto	-	5	27240	13620	6-A	24	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000
D	Estate SE Business 1.6 TDI CR GreenLine III	-	5	21905	10953	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0
D	Estate SE Business 2.0 TDI CR	-	5	22370	11185	6-M	22	131	10.1	61.4	19	1968	138/4200	-	236/1750	-	1479	1800
D	Estate SE Business 2.0 TDI CR Auto	-	5	23810	11905	6-M	22	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
D	Estate Elegance 1.6 TDI CR GreenLine III	318	5	25315	12688	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0
D	Estate Elegance 2.0 TDI CR	-	5	26120	13060	6-M	23	131	10.1	61.4	19	1968	138/4200	-	236/1750	-	1479	1800
D	Estate Elegance 2.0 TDI CR Auto	-	5	27560	13780	6-A	23	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
D	Estate Elegance 2.0 TDI CR 4x4	-	5	27710	13855	6-M	22	129	10.4	53.3	139	1968	138/4200	-	236/1750	-	1556	2000

POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	POWER												
						GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/KW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPM	ELECTRIC MOTOR TORQUE LB FT/MPM	TOWING WEIGHT (KG)	
D	Estate Elegance 2.0 TDI CR	-	5	27050	13525	6-M	26	140	8.7	60.1	122	1968	168/4200	-	258/1750	-	1487	1800
D	Estate Elegance 2.0 TDI CR Auto	-	5	28490	14245	6-A	26	137	8.7	52.3	141	1968	168/4200	-	258/1750	-	1504	1800
D	Estate Elegance 2.0 TDI CR 4x4 Auto	-	5	29950	14975	6-A	25	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000
D	Estate Laurin & Klement 2.0 TDI CR	-	5	28980	14445	6-M	24	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
D	Estate Laurin & Klement 2.0 TDI CR Auto	-	5	30330	15165	6-A	24	129	10.2	55.4	134	1968	138/4200	-	236/1750	-	1501	1800
D	Estate Laurin & Klement 2.0 TDI CR 4x4	-	5	30480	15240	6-M	23	120	10.3	53.3	139	1968	138/4200	-	236/1750	-	1556	2000
D	Estate Laurin & Klement 2.0 TDI CR	-	5	29820	14910	6-M	26	140	8.7	60.1	122	1968	168/4200	-	258/1750	-	1487	1800
D	Estate Laurin & Klement 2.0 TDI CR Auto	-	5	31245	15623	6-A	26	137	8.7	54.3	138	1968	168/4200	-	258/1750	-	1504	1800
D	Estate Laurin & Klement 2.0 TDI CR 4x4 Auto	-	5	32720	16360	6-A	25	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000
D	Estate Outdoor Plus 2.0 TDI CR 4x4	-	5	28000	14000	6-M	23	129	10.3	53.3	139	1968	138/4200	-	236/1750	-	1556	2000
D	Estate Outdoor Plus 2.0 TDI CR 4x4 Auto	-	5	30240	15120	6-A	25	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000

LONG TERM EST Yeti

Now sporting Skoda's corporate face, it's a cool family tool with lots of space and flexibility. It's fun to drive, too.

D	S 1.6 TDI CR GreenLine II	- 5 184 005	9951 5-M	14 109	12,1	61,4	119	1598	104/4400	-	184/1500	-	1335 1400
D	S 2.0 TDI CR	- 5 182 595	9473 5-M	14 110	11,6	55,4	134	1968	108/4200	-	184/1500	-	1345 1500
D	SE 1.6 TDI CR GreenLine II	- 5 199 151	10356 5-M	15 109	12,1	61,4	119	1598	104/4400	-	184/1500	-	1335 1400
D	SE 2.0 TDI CR	- 5 197 65	10278 5-M	15 110	11,6	55,4	134	1968	108/4200	-	184/1500	-	1345 1500
D	Elegance 1.6 TDI CR GreenLine II	- 5 216 75	11271 5-M	15 109	12,1	61,4	119	1598	104/4400	-	184/1500	-	1335 1400
D	Elegance 2.0 TDI CR	- 5 215 90	11227 5-M	15 110	11,6	55,4	134	1968	108/4200	-	184/1500	-	1345 1500
D	Monte Carlo 2.0 TDI CR 4x4	- 5 245 90	10820 6-M	23 125	8,4	49,6	149	1968	168/4200	-	258/1750	-	1465 2100
D	Monte Carlo 2.0 TDI CR 4x4 Auto	- 5 245 90	11304 6-M	23 122	8,6	44,8	164	1968	168/4200	-	258/1750	-	1490 2100
D	Outdoor S 1.6 TDI CR GreenLine II	- 5 184 005	9951 5-M	14 109	12,1	61,4	119	1598	104/4400	-	184/1500	-	1335 1400
D	Outdoor S 2.0 TDI CR	- 5 182 595	9493 5-M	14 110	11,6	55,4	134	1968	108/4200	-	184/1500	-	1345 1500
D	Outdoor S 2.0 TDI CR 4x4	- 5 198 95	10345 6-M	15 108	12,2	47,9	154	1968	108/4200	-	207/1750	-	1450 1800
D	Outdoor SE 1.6 TDI CR GreenLine II	- 5 199 151	10356 5-M	15 109	12,1	61,4	119	1598	104/4400	-	184/1500	-	1335 1400
D	Outdoor SE 2.0 TDI CR	- 5 197 65	10278 5-M	15 110	11,6	55,4	134	1968	108/4200	-	184/1500	-	1345 1500
D	Outdoor SE 2.0 TDI CR 4x4	- 5 214 05	11131 6-M	15 108	12,2	47,9	154	1968	108/4200	-	207/1750	-	1450 1800
D	Outdoor SE 2.0 TDI CR 4x4	- 5 22 230	10670 6-M	19 118	9	48,7	152	1968	138/4200	-	236/1750	-	1460 2100
D	Outdoor SE 2.0 TDI CR 4x4 Auto	- 5 23 330	11198 6-M	19 116	10,2	44,8	164	1968	138/4200	-	236/1750	-	1485 2100
D	Outdoor SE Business 1.6 TDI CR GreenLine II	- 5 199 151	10356 5-M	15 109	12,1	61,4	119	1598	104/4400	-	184/1500	-	1335 1400
D	Outdoor SE Business 2.0 TDI CR 4x4	- 5 22 230	10670 6-M	19 118	9	48,7	152	1968	138/4200	-	236/1750	-	1460 2100
D	Outdoor SE Business 2.0 TDI CR 4x4 Auto	- 5 23 330	11198 6-M	19 116	10,2	44,8	164	1968	138/4200	-	236/1750	-	1485 2100
D	Outdoor Elegance 1.6 TDI CR GreenLine II 326	- 5 216 75	11271 5-M	15 109	12,1	61,4	119	1598	104/4400	-	184/1500	-	1335 1400
D	Outdoor Elegance 2.0 TDI CR	- 5 215 90	11227 5-M	15 110	11,6	55,4	134	1968	108/4200	-	184/1500	-	1345 1500
D	Outdoor Elegance 2.0 TDI CR 4x4	- 5 241 65	11599 6-M	19 118	9	48,7	152	1968	138/4200	-	236/1750	-	1460 2100
D	Outdoor Elegance 2.0 TDI CR 4x4 Auto	- 5 25 265	12217 6-M	19 116	10,2	44,8	164	1968	138/4200	-	236/1750	-	1485 2100
D	Outdoor Elegance 2.0 TDI CR 4x4	- 5 24 840	10930 6-M	23 125	8,4	49,6	149	1968	168/4200	-	258/1750	-	1465 2100
D	Outdoor Elegance 2.0 TDI CR 4x4 Auto	- 5 25 940	11414 6-M	23 122	8,6	44,8	164	1968	168/4200	-	258/1750	-	1490 2100
D	Outdoor Laurin & Klement 2.0 TDI CR 4x4 Auto	- 5 27 495	13198 6-M	21 116	10,2	44,8	164	1968	138/4200	-	236/1750	-	1485 2100
D	Outdoor Laurin & Klement 2.0 TDI CR 4x4	- 5 27 070	11911 6-M	21 125	8,4	49,6	149	1968	168/4200	-	258/1750	-	1465 2100
D	Outdoor Laurin & Klement 2.0 TDI CR 4x4 Auto	- 5 28 170	12395 6-M	24 122	8,6	44,8	164	1968	168/4200	-	258/1750	-	1490 2100

SMART

UK dealers: 52 Warranty: 3 years/Unlimited mileage Servicing: 12,500miles

New fortwo

More refined and grown up than before - we've yet to test it yet, but will report back soon.

P passion	- 2 11215	tba	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P passion automatic	- 2 11210	tba	6-A	6	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
P passion	- 2 11720	tba	5-M	8	96	10.4	67.3	97	898	89/5500	-	100/2500	-	880	0
P prime	- 2 11820	tba	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P prime automatic	- 2 12815	tba	6-A	6	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
P prime	- 2 12415	tba	5-M	8	96	10.4	67.3	97	898	89/5500	-	100/2500	-	880	0
P proxy	- 2 11820	tba	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P proxy automatic	- 2 12815	tba	6-A	6	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
P proxy	- 2 12415	tba	5-M	9	96	10.4	67.3	97	898	89/5500	-	100/2500	-	880	0
P edition #1	- 2 13225	tba	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P edition #1 automatic	- 2 14220	tba	6-A	6	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
P edition #1	- 2 13820	tba	5-M	9	96	10.4	67.3	97	898	89/5500	-	100/2500	-	880	0

New forfour

Twinned with the Renault Twingo, it's a return for a smart car able to carry more than two.

P	passion	-	5	11620	tba	5-M	2	94	15.9	67.3	97	99	70/6000	-	67/2850	-	975	0
P	passion	-	5	12515	tba	5-M	8	102	11.2	65.7	99	98	89/5500	-	100/2500	-	995	0
P	prime	-	5	12315	tba	5-M	2	94	15.9	67.3	97	99	70/6000	-	67/2850	-	975	0
P	prime	-	5	12910	tba	5-M	8	102	11.2	65.7	99	98	89/5500	-	100/2500	-	995	0
P	proxy	-	5	12315	tba	5-M	2	94	15.9	67.3	97	99	70/6000	-	67/2850	-	975	0
P	proxy	-	5	12910	tba	5-M	9	102	11.2	65.7	99	98	89/5500	-	100/2500	-	995	0
P	edition #1	-	5	13720	tba	5-M	3	94	15.9	67.3	97	99	70/6000	-	67/2850	-	975	0
P	edition #1	-	5	14315	tba	5-M	9	102	11.2	65.7	99	98	89/5500	-	100/2500	-	995	0

SSANGYONG

UK dealers: 60 Warranty: 5 years/Unlimited mileage Servicing: 12,500 miles

Korando

Korando's better than ever, with steady improvements and greater refinement. It's good value with excellent warranty.

D SE 2WD	330 S 14995	4798	6-M	22	116	9	47.1	147	1998	147/3400	-	266/2000	-	1666	2000	
D LE 4WD	-	516495	5278	6-M	22	116	9	47.1	147	1998	147/3400	-	266/2000	-	1666	2000
D SE 2WD	-	516495	5278	6-M	22	116	9	45.6	157	1998	147/3400	-	266/2000	-	1747	2000
D ELX 4WD	-	519995	6398	6-M	24	116	9	45.6	157	1998	147/3400	-	266/2000	-	1747	2000
D ELX4 4WD Auto	-	521495	6878	6-A	24	112	9	37.7	199	1998	173/4000	-	266/2000	-	1747	2000

Turismo

It's no oil painting, but it is an absolute bargain to buy. It's boat-like to drive, and majors on interior spaciousness.

D ES	-	5 17995	6118	6-M 31 107	-	37.2	199	1998 153/3400	-	266/1500	-	2115 2500
D S	-	5 19995	6798	6-M 32 107	-	37.2	199	1998 153/3400	-	266/1500	-	2119 2500
D ES Auto	-	5 21495	7308	5-A 32 108	-	36.2	205	1998 153/3400	-	266/1500	-	2139 2500
D EX 4WD Auto	-	5 23995	8158	5-A 33 108	-	34.9	212	1998 153/3400	-	266/1500	-	2248 2500

Rexton W

The Rexton name returns. Heavyweight SUV with excellent towing capacity and better quality than before.

D SX 4WD	-	5 21995	7478	6-M 31 108	-	38.2	196	1998 153/4000	-	266/1500	-	2095 3000
D EX 4WD	-	5 24495	8328	6-M 32 108	-	38.2	196	1998 153/4000	-	266/1500	-	2095 3000
D EX 4WD Auto	-	5 25995	8838	5-A 32 109	-	36.2	206	1998 153/4000	-	266/1500	-	2128 3000

Korando Sports

Multi-talented pick up fit for fields and the fast lane. Steering a touch numb on road though.

D SX 4WD	- 4 17938	5381	6-M	5	107	- 37.7	199	1998	153/4000	- 266/1500	- 2097	2700
D EX 4WD	- 4 20338	6101	6-M	6	107	- 37.7	199	1998	153/4000	- 266/1500	- 2097	2700
D EX 4WD Auto	- 4 22138	6641	6-A	6	106	- 35.3	212	1998	153/4000	- 266/1500	- 2110	2700






SUBARU

UK dealers: 62 Warranty: 5 years/100,000miles Servicing: 12,000miles

XV															Rating ★★★★★		
Subaru joins the smart crossover set. XV makes sense as a diesel do-it-all. Boxer engine a gem.																	
D 2.0D SE	317	5	23995	10558	6-M	26	123	93	50.4	146	1998	145/3600	258/1600	-	1415	16000	
D 2.0D Black	-	5	24995	10998	6-M	26	123	93	50.4	146	1998	145/3600	258/1600	-	1415	16000	
D 2.0D SE Premium	-	5	24995	11438	6-M	26	123	93	50.4	146	1998	145/3600	258/1600	-	1415	16000	

Forester

More chunky estate than SUV, powered by charismatic Boxer engine. Rugged, ready and now revised.

	2.0D X	-	5 26495	1998	6-V 24 118	9	49.6	148	1998	145/3600	258/1600	-	1552	2000
	2.0D X Lineartronic	-	5 26495	12718	CVT tba	117	9	46.3	158	1998	145/3600	258/1600	-	1615 tba
	2.0D XC	317	5 26495	12958	6-V 25 218	9	49.6	148	1998	145/3600	258/1600	-	1552	2000
	2.0D XC Lineartronic	-	5 26495	13678	CVT tba	117	9	46.3	158	1998	145/3600	258/1600	-	1615 tba
	2.0D XC Premium	-	5 28955	13916	6-V 25 118	9	tba	152	1998	145/3600	258/1600	-	1552	2000

2.0D XC Premium
New Outback

New Outback Fifth generation Outback is cheaper than before, yet more sophisticated. We're yet to test it, but will do soon.

D 2.0D SE	- 5 27995	12318	6-M	18	124	9.7	50.4	145	1998	148/3600	- 258/1600	- 1622	1800
D 2.0D SE Lineartronic	- 5 29995	13198	CVT	18	119	9.9	46.3	159	1998	148/3600	- 258/1600	- 1678	1800
D 2.0D SE Premium	- 5 30995	13638	6-M	19	124	9.7	50.4	145	1998	148/3600	- 258/1600	- 1649	1800

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (s)	COMBINED MPG (range)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PSkW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSkW	ELECTRIC MOTOR TORQUE LB FT/PSkW	KERB WEIGHT (kg)	TOWING WEIGHT (kg)
	2.0D SE Premium Lineartronic	-	5 32995	14518	CVT	19	119	9.9	46.3	159	1998	148/3600	-	258/1600	-	1691	1800
	Outback															Rating ★★★★★	
	New automatic gearbox marks the launch of the revised Outback. Rugged, dependable and the farmer's friend.																
	2.0D SX	-	5 29995	13198	6-M	26	121	9.7	47.9	155	1998	148/3600	-	258/1600	-	1571	1700
	2.0D SX Lineartronic	317	5 31495	13858	CVT	26	121	9.7	44.8	166	1998	148/3600	-	258/1600	-	1624	1700

SUZUKI

UK dealers: 151 Warranty: 3 years/60,000miles Servicing: 9,000miles (12,500miles SX4 S—Cross)

Alto

VAT-free offer makes this a seriously cheap car. Due to replaced by Celerio early in 2015.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (s)	COMBINED MPG (range)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PSkW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSkW	ELECTRIC MOTOR TORQUE LB FT/PSkW	KERB WEIGHT (kg)	TOWING WEIGHT (kg)
	1.6 SZ	-	5 7199	3024	5-M	4	96	13.5	65.7	99	996	67/6000	-	66/3400	-	885	200
	Celerio															Rating ★★★★★	
	It may sound like a vegetable, but it's a capable and frugal city car that replaces the Alto and Splash.																
	1.0 SZ3	-	5 7999	3520	5-M	tb	96	13.5	65.7	99	998	67/6000	-	66/3500	-	835	400
	1.0 SZ4	-	5 8999	3960	5-M	tb	96	13.5	65.7	99	998	67/6000	-	66/3500	-	835	400

Swift

Cute looks, keen pricing and good fuel economy. New tax-free model steers and goes nicely.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (s)	COMBINED MPG (range)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PSkW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSkW	ELECTRIC MOTOR TORQUE LB FT/PSkW	KERB WEIGHT (kg)	TOWING WEIGHT (kg)
	1.2 SZ4 Dualjet	336	5 12699	5334	5-M	11	103	12.3	65.7	99	1242	89/6000	-	89/4400	-	1030	1000
	Vitara															Rating ★★★★★	
	Cute looks, bargain pricing and good fuel economy. New tax-free model is fun to drive and goes nicely.																
	1.6 DDiS SZ-T	-	5 16999	7140	6-M	tb	112	11.5	70.6	106	1998	118/3750	-	236/1750	-	1230	1500
	1.6 DDiS SZ5	-	5 19499	8190	6-M	tb	112	11.5	70.6	106	1998	118/3750	-	236/1750	-	1230	1500
	1.6 DDiS SZ5 Allgrip	-	5 21299	8946	6-M	tb	112	12.4	67.2	111	1998	118/3750	-	236/1750	-	1295	1500

SX4 S-Cross

Bigger and better than ever before, with class leading economy and CO₂ emissions.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (s)	COMBINED MPG (range)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PSkW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSkW	ELECTRIC MOTOR TORQUE LB FT/PSkW	KERB WEIGHT (kg)	TOWING WEIGHT (kg)
	1.6 DDiS SZ-T	-	5 19499	7410	6-M	20	111	12.0	67.2	110	1998	118/3750	-	236/1750	-	1305	1500
	1.6 DDiS SZ5	-	5 21749	8265	6-M	19	111	12.0	67.2	110	1998	118/3750	-	236/1750	-	1305	1500
	1.6 DDiS SZ-T Allgrip	-	5 21299	8094	6-M	18	108	13.0	64.2	114	1998	118/3750	-	236/1750	-	1370	1500
	1.6 DDiS SZ5 Allgrip	-	5 23549	8949	6-M	19	108	13.0	64.2	114	1998	118/3750	-	236/1750	-	1370	1500

TESLA

UK dealers: 4 Warranty: 4 years/50,000miles Servicing: tba

Model S

Just one word describes the Model S and that's sensational. It's got real on-road presence and is affordable to run.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (s)	COMBINED MPG (range)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PSkW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSkW	ELECTRIC MOTOR TORQUE LB FT/PSkW	KERB WEIGHT (kg)	TOWING WEIGHT (kg)
	60	-	5 49380	tba	1-A	50	120	5.9	(242)	0	-	-	375	-	325	2100	tba
	85	-	5 56400	tba	1-A	50	140	5.4	(312)	0	-	-	382	-	325	tba	tba
	P85D	-	5 76400	tba	1-A	50	155	3.2	(312)	0	-	-	682	-	tba	tba	tba

TOYOTA

UK dealers: 148 Warranty: 5 years/100,000miles (Hilux 3 years/60,000 miles)

Servicing: 10,000miles (Verso 15,000 miles)

Aygo

X marks the spot. A bit of design flair injected into what is the pinnacle of supermini reliability.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (s)	COMBINED MPG (range)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PSkW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSkW	ELECTRIC MOTOR TORQUE LB FT/PSkW	KERB WEIGHT (kg)	TOWING WEIGHT (kg)
	1.0 VVT-i	-	3 8595	4298	5-M	6	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
	1.0 VVT-i	-	5 8995	4498	5-M	6	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
	x-play 1.0 VVT-i	-	3 9795	4898	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
	x-play 1.0 VVT-i	-	5 10195	5098	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
	x-play 1.0 VVT-i x-shift	-	5 10895	5448	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
	x-pression 1.0 VVT-i	-	3 10995	5498	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
	x-pression 1.0 VVT-i	-	5 11395	5698	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
	x-pression 1.0 VVT-i x-shift	-	5 12095	6048	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
	x-pression with x-wave 1.0 VVT-i	-	5 12290	6145	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
	x-pression with x-wave 1.0 VVT-i x-shift	-	5 12990	6495	5-A	8	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
	x-cite 1.0 VVT-i	-	3 11195	5598	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
	x-cite 1.0 VVT-i	-	5 11595	5798	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
	x-cite 1.0 VVT-i x-shift	-	5 12295	6148	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
	x-clusiv 1.0 VVT-i	-	3 11295	5648	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
	x-clusiv 1.0 VVT-i	-	5 11695	5848	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
	x-clusiv 1.0 VVT-i x-shift	-	5 12395	6198	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0

New Yaris

X marks the spot. A bit of design flair injected into what is the pinnacle of supermini reliability.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (s)	COMBINED MPG (range)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PSkW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSkW	ELECTRIC MOTOR TORQUE LB FT/PSkW	KERB WEIGHT (kg)	TOWING WEIGHT (kg)
	Active 1.0 VVT-i	-	3 10995	5278	5-M	4	96	15.3	65.7	99	998	68/6000	-	70/4300	-	980	730
	Active 1.0 VVT-i	-	5 11595	5566	5-M	4	96	15.3	65.7	99	998	68/6000	-	70/4300	-	1040	730
	Icon 1.0 VVT-i	-	3 12745	6118	5-M	5	96	15.3	65.7	99	998	68/6000	-	70/4300	-	980	730
	Icon 1.0 VVT-i	-	5 13345	6406	5-M	5	96	15.3	65.7	99	998	68/6000	-	70/4300	-	1040	730
	Icon 1.4 D-4D	-	5 15995	6862	6-M	11	109	10.8	74.3	99	1364	98/3800	-	151/1800	-	1050	780
	Hybrid Icon 1.5 VVT-i	-	5 16195	7126	CVT	10	103	11.8	85.6	75	1497	74/4800	60	82/3600	125	1160	0
	Hybrid Excel 1.5 VVT-i (15-inch wheels)	-	5 17695	7786	CVT	11	103	11.8	85.6	75	1497	74/4800	60	82/3600	125	1160	0
	Hybrid Excel 1.5 VVT-i (16-inch wheels)	332	5 17695	7786	CVT	11	103	11.8	78.5	82	1497	74/4800	60	82/3600	125	1160	0

Auris

Looks don't stir the senses and neither does the driving experience. Keenly priced and great warranty though.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (s)	COMBINED MPG (range)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PSkW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSkW	ELECTRIC MOTOR TORQUE LB FT/PSkW	KERB WEIGHT (kg)	TOWING WEIGHT (kg)
	Active 1.4 D-4D	-	5 16295	7496	6-M	10	112	12.5	74.3	99	1364	98/3800	-	151/1800	-	1290	1000
	Icon 1.4 D-4D	308	5 18995	8738	6-M	10	112	12.5	72.4	103	1364	98/3800	-	151/1800	-	1290	1000
	Icon Hybrid 1.8 VVT-i	-	5 20645	9497	CVT	12	112	10.9	78.5	84	1798	98/5200	81	105/4000	153	1420	0
	Icon Plus 1.4 D-4D	-	5 19795	9106	6-M	10	112	12.5	72.4	103	1364	98/3800	-	151/1800	-	1290	1000
	Icon Plus Hybrid 1.8 VVT-i	-	5 21545	9911	CVT	14	112	10.9	78.5	86	1798	98/5200	81	105/4000	153	1420	0
	Excel 1.4 D-4D	-	5 21495	9888	6-M	10	112	12.5	68.9	107	1364	98/3800	-	151/1800	-	1290	1000
	Excel Hybrid 1.8 VVT-i	-	5 22890	9156	CVT	12	112	10.9	72.4	91	1798	98/5200	81	105/4000	153	1420	0
	Touring Sports Active 1.4 D-4D	-	5 17395	7654	6-M	10	109	13.0	67.3	109	1364	98/3800	-	151/1800	-	1340	1000
	Touring Sports Icon 1.4 D-4D	316	5 20095	8842	6-M	10	109	13.0	67.3	109	1364	98/3800	-	151/1800	-	1340	1000
	Touring Sports Icon Hybrid 1.8 VVT-i	-	5 21745	9588	CVT	12	109	11.2	76.3	85	1798	98/5200	81	105/4000	153	1465	0
	Touring Sports Icon Plus 1.4 D-4D	-	5 20895	9194	6-M	10	109	13.0	67.3	109	1364	98/3800	-	151/1800	-	1340	1000
	Touring Sports Icon Plus Hybrid 1.8 VVT-i	-	5 22645	9964	CVT	14	110	11.2	76.3	87	1798	98/5200	81	105/4000	153	1465	0
	Touring Sports Excel 1.4 D-4D	-	5 22595	9942	6-M	10	109	13.0	67.3	112	1364	98/3800	-	151/1800	-	1340	1000
	Touring Sports Excel Hybrid 1.8 VVT-i	-	5 23990	10556	CVT	12	109	11.2	70.6	92	1798	98/5200	81	105/4000	153	1465	0

Verso

New BMW-sourced engine and new, meaner face brings some much-needed edge to Toyota's MPV.

D Active 1.6 D-4D	-	5	19990	8796	6-M	13	112	12.7	62.8	119	1598	110/4000	-	199/1750	-	1520	1300
D Icon 1.6 D-4D	-	5	21995	9678	6-M	14	112	12.7	62.8	119	1598	110/4000	-	199/1750	-	1520	1300
D Trend 1.6 D-4D	-	5	22995	10118	6-M	14	112	12.7	62.8	119	1598	110/4000	-	199/1750	-	1520	1300
D Excel 1.6 D-4D	325	5	23995	10558	6-M	14	112	12.7	62.8	119	1598	110/4000	-	199/1750	-	1520	1300

POWER	ISSUED	TESTED	DOORS	LAST PRICE ₹	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED A/MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/KW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB-FT/KW	TORQUE LB-FT/KW	TORQUE LB-FT/KW	TOWING (KG)	TOWING (KG)	
More rakish edition of the Astra, now simply sporting the GTC badge. Now more frugal thanks to new engines.																			Rating ★★★★★	
▶	GTC Sport 1.6CDTI 16v ecoFLEX	3	22260	9349	6-TM	15	113	11.6	67.3	11	1598	109/4000	221/2000			tha	tha			
▶	GTC Sport 1.6CDTI 16v ecoFLEX	2	23075	9692	6-TM	19	123	9.5	65.7	11	1598	134/3500	236/2000			tha	tha			
▶	GTC Sport 2.0CDTI 16v	2	22000	9240	6-TM	20	131	8.4	60.1	124	1956	162/4000	258/1750			tha	1500			
▶	GTC Sport 2.0CDTI 16v Auto	2	23480	9862	6-A	20	129	8.6	49.6	149	1956	162/4000	258/1750			tha	1450			
▶	GTC Limited edition 1.6CDTI 16v ecoFLEX	2	22960	9643	6-TM	15	113	11.6	67.3	11	1598	109/4000	221/2000			tha	tha			
▶	GTC Limited edition 1.6CDTI 16v ecoFLEX	2	23775	9986	6-TM	19	123	9.5	65.7	11	1598	134/3500	236/2000			tha	tha			
▶	GTC Limited Edition 2.0CDTI 16v	2	22700	9534	6-TM	20	131	8.4	60.1	125	1956	162/4000	258/1750			tha	1500			
▶	GTC Limited Edition 2.0CDTI 16v Auto	2	24180	10156	6-A	20	129	8.6	49.6	150	1956	162/4000	258/1750			tha	1450			
▶	GTC SRI 1.6CDTI 16v ecoFLEX	2	23490	9866	6-TM	15	113	11.6	67.3	11	1598	109/4000	221/2000			tha	tha			
▶	GTC SRI 1.6CDTI 16v ecoFLEX	2	23435	10208	6-TM	19	123	9.5	65.7	11	1598	134/3500	236/2000			tha	tha			
▶	GTC SRI 2.0CDTI 16v	293	23225	9755	6-TM	20	131	8.4	60.1	124	1956	162/4000	258/1750			tha	1500			
▶	GTC SRI 2.0CDTI 16v Auto	2	24705	10376	6-A	20	129	8.6	49.6	149	1956	162/4000	258/1750			tha	1450			
▶	GTC BiTurbo 2.0CDTI 16v	2	24220	10172	6-TM	20	140	7.7	57.7	129	1956	192/4000	295/1750			tha	1500			

Amp

Electric power plus combustion engine back up equals superb economy. Noble aim, and with caveats, it works.

PE Positiv	-	5	28750	10350	1-A	20	100	8.7	235.4	27	1398	85/4500	149	93/4250	273	1732	0
PE Electron	301	5	30495	10978	1-A	21	100	8.7	235.4	27	1398	85/4500	149	93/4250	273	1732	0

Zafin

Seven-seater with immense fold-down practicality. Not bad to drive and well constructed, but getting old now.

D	Exclusiv 1.7CDTI 16v ecoFLEX	-	5 21255	6372	6-M 14	11	12.5	55.4	134	1686	109/3800 -	192/2300 -	1540 1300
D	Exclusiv 1.7CDTI 16v ecoFLEX	-	5 21505	6457	6-M 17	17	11.7	55.4	134	1686	123/4000 -	207/2300 -	1540 1400
D	Excite 1.7CDTI 16v ecoFLEX	-	5 23120	6936	6-M 15	11	12.5	55.4	134	1686	109/3800 -	192/2300 -	1540 1300
D	Design 1.7CDTI 16v ecoFLEX	-	5 24625	7388	6-M 14	11	12.5	55.4	134	1686	109/3800 -	192/2300 -	1540 1300
D	Design 1.7CDTI 16v ecoFLEX	-	5 24875	7463	6-M 17	17	11.7	55.4	134	1686	123/4000 -	207/2300 -	1540 1400

Zafira Tourer

Zafira formula is upgraded to add business-class appeal thanks to chic body and upmarket cabin.

D	ES 2.0C2DTI 16v	-	5	235115	10771	6-M	15	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	3000	
D	Exclusiv 1.6C2DTI 16v ecoFLEX	-	2	252570	10139	6-M	17	12.0	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	Exclusiv 2.0C2DTI 16v	-	2	24155	10628	6-M	15	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	3000	
D	Exclusiv 2.0C2DTI 16v	-	2	25770	1339	6-M	16a	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
D	Exclusiv 2.0C2DTI 16v Auto	-	2	26890	1983	6-A	16a	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	Tech Line 1.6C2DTI 16v ecoFLEX	-	2	23345	10305	6-M	16	12.0	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	Tech Line 2.0C2DTI 16v	-	2	21930	9649	6-M	15	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	3000	
D	Tech Line 2.0C2DTI 16v	-	2	23545	10360	6-M	16a	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
D	Tech Line 2.0C2DTI 16v Auto	-	2	24665	10853	6-A	16a	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	SRI 1.6C2DTI 16v ecoFLEX	-	2	26920	11306	6-M	16	12.0	10.4	62.7	119	1598	134/3500	-	236/2000	-	tba	1450
D	SRI 2.0C2DTI 16v	-	2	25505	12262	6-M	15	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	3000	
D	SRI 2.0C2DTI 16v	297	1	27185	11961	6-M	16a	129	9.1	54.3	137	1956	168/4000	-	295/1750	-	tba	1650
D	SRI 2.0C2DTI 16v Auto	-	2	28240	12426	6-A	16a	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	SE 1.6C2DTI 16v ecoFLEX	333	2	26955	11321	6-M	16	12.0	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	SE 2.0C2DTI 16v	-	2	25940	12328	6-M	15	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	3000	
D	SE 2.0C2DTI 16v	-	2	27155	11948	6-M	16a	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
D	SE 2.0C2DTI 16v Auto	-	2	28275	12441	6-A	16a	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	Elite 1.6C2DTI 16v ecoFLEX	-	2	28435	11943	6-M	16	12.0	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	Elite 2.0C2DTI 16v	-	2	27020	11889	6-M	15	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	3000	
D	Elite 2.0C2DTI 16v	-	2	28700	12628	6-M	16a	129	9.1	54.3	137	1956	168/4000	-	295/1750	-	tba	1650
D	Elite 2.0C2DTI 16v Auto	-	2	29755	13092	6-A	16a	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650

Insignia

Sets the benchmark for CO₂ emissions in the sector and is now plusher, better to drive, yet is cheaper to buy too.

D	Design 2.0CDDTI 16v ecoFLEX	-	5	18044	7632	6-M	15	121	11.9	763.3	98	1956	118/4000	-	221/1750	-	1538	1700
D	Design 2.0CDDTI 16v	-	5	19284	7654	6-M	16	127	11.1	628.19	195	1956	129/4000	-	221/1750	-	1538	1600
D	Design 2.0CDDTI 16v Auto	-	5	19889	8153	6-M	16	126	11.2	533.39	139	1956	129/4000	-	221/1750	-	tba	1600
D	Design 2.0CDDTI 16v ecoFLEX	328	5	19334	8120	6-M	18	127	10.5	763.3	98	1956	138/4000	-	258/1750	-	1538	1700
D	Design 2.0CDDTI 16v ecoFLEX	-	5	20334	8501	6-M	tba	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
D	Design 2.0CDDTI 16v Auto	-	5	21359	8971	6-A	20	130	9.6	533.3	140	1956	161/4000	-	258/1750	-	tba	1600
D	Energy 2.0CDDTI 16v ecoFLEX	-	5	22454	8982	6-M	16	121	11.9	763.3	98	1956	118/4000	-	221/1750	-	1538	1700
D	Energy 2.0CDDTI 16v	-	5	21614	9078	6-M	16	127	11.1	628.19	195	1956	129/4000	-	221/1750	-	1538	1600
D	Energy 2.0CDDTI 16v Auto	-	5	23259	9769	6-A	16	126	11.2	533.3	139	1956	129/4000	-	221/1750	-	tba	1600
D	Energy 2.0CDDTI 16v ecoFLEX	-	5	22704	9536	6-M	19	127	10.5	763.3	98	1956	138/4000	-	258/1750	-	1538	1700
D	Energy 2.0CDDTI 16v ecoFLEX	-	5	23704	9956	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	Limited Edition 2.0CDDTI 16v ecoFLEX	-	5	23554	9422	6-M	16	121	11.9	763.3	98	1956	118/4000	-	221/1750	-	1538	1700
D	Limited Edition 2.0CDDTI 16v	-	5	22714	9540	6-M	16	127	11.1	628.19	195	1956	129/4000	-	221/1750	-	1538	1600
D	Limited Edition 2.0CDDTI 16v Auto	-	5	23439	10231	6-A	17	126	11.2	533.3	139	1956	129/4000	-	221/1750	-	tba	1600
D	Limited Edition 2.0CDDTI 16v ecoFLEX	-	5	23809	9989	6-M	19	127	10.5	763.3	98	1956	138/4000	-	258/1750	-	1538	1700
D	Limited Edition 2.0CDDTI 16v ecoFLEX	-	5	24804	10418	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	Limited Edition 2.0CDDTI 16v Auto	-	5	25829	10848	6-A	21	130	9.6	533.3	140	1956	161/4000	-	258/1750	-	tba	1600
D	SRI 2.0CDDTI 16v ecoFLEX	-	5	20084	8354	6-M	15	121	11.9	763.3	98	1956	118/4000	-	221/1750	-	1538	1700
D	SRI 2.0CDDTI 16v	-	5	20044	8418	6-M	16	127	11.1	628.19	195	1956	129/4000	-	221/1750	-	1538	1600
D	SRI 2.0CDDTI 16v ecoFLEX	-	5	21134	8876	6-M	19	127	10.5	763.3	98	1956	138/4000	-	258/1750	-	1538	1700
D	SRI 2.0CDDTI 16v ecoFLEX	-	5	22134	9296	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	SRI 2.0CDDTI 16v Auto	-	5	23159	9727	6-A	20	130	9.6	533.3	140	1956	161/4000	-	258/1750	-	tba	1600
D	SRI 2.0CDDTI 16v BiTurbo	-	5	24954	10483	6-M	24	142	8.7	60.1	125	1956	192/4000	-	295/1750	-	1589	1700
D	SRI VX-Line 2.0CDDTI 16v ecoFLEX	-	5	22104	8842	6-M	16	121	11.9	763.3	98	1956	118/4000	-	221/1750	-	1538	1700
D	SRI VX-Line 2.0CDDTI 16v	-	5	21264	8931	6-M	16	127	11.1	628.19	195	1956	129/4000	-	221/1750	-	1538	1600
D	SRI VX-Line 2.0CDDTI 16v ecoFLEX	-	5	22354	9389	6-M	19	127	10.5	763.3	98	1956	138/4000	-	258/1750	-	1538	1700
D	SRI VX-Line 2.0CDDTI 16v ecoFLEX	-	5	23354	9809	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	SRI VX-Line 2.0CDDTI 16v Auto	-	5	24379	10239	6-A	20	130	9.6	533.3	140	1956	161/4000	-	258/1750	-	tba	1600
D	SRI VX-Line 2.0CDDTI 16v BiTurbo	-	5	26174	9946	6-M	24	142	8.7	60.1	125	1956	192/4000	-	295/1750	-	1589	1700
D	SE 2.0CDDTI 16v ecoFLEX	-	5	20084	8354	6-M	15	121	11.9	763.3	98	1956	118/4000	-	221/1750	-	1538	1700
D	SE 2.0CDDTI 16v	-	5	20044	8418	6-M	16	127	11.1	628.19	195	1956	129/4000	-	221/1750	-	1538	1600
D	SE 2.0CDDTI 16v ecoFLEX	-	5	21134	8876	6-M	19	127	10.5	763.3	98	1956	138/4000	-	258/1750	-	1538	1700
D	SE 2.0CDDTI 16v ecoFLEX	-	5	22134	9296	6-M	tba	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
D	SE 2.0CDDTI 16v Auto	-	5	23159	9727	6-A	20	130	9.6	533.3	140	1956	161/4000	-	258/1750	-	tba	1600
D	Tech Line 2.0CDDTI 16v ecoFLEX	-	5	21734	8894	6-M	15	121	11.9	763.3	98	1956	118/4000	-	221/1750	-	1538	1700
D	Tech Line 2.0CDDTI 16v ecoFLEX	-	5	21984	8233	6-M	19	127	10.5	763.3	98	1956	138/4000	-	258/1750	-	1538	1700
D	Tech Line 2.0CDDTI 16v ecoFLEX	-	5	22984	9653	6-M	tba	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
D	Tech Line 2.0CDDTI 16v Auto	-	5	24009	10084	6-M	20	130	9.6	533.3	140	1956	161/4000	-	258/1750	-	tba	1600
D	Elite 2.0CDDTI 16v ecoFLEX	-	5	23264	9306	6-M	16	121	11.9	763.3	98	1956	118/4000	-	221/1750	-	1538	1700
D	Elite 2.0CDDTI 16v ecoFLEX	-	5	23514	9876	6-M	19	127	10.5	763.3	98	1956	138/4000	-	258/1750	-	1538	1700
D	Elite 2.0CDDTI 16v ecoFLEX	-	5	24514	10296	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	Elite 2.0CDDTI 16v Auto	-	5	25539	10726	6-A	20	130	9.6	533.3	140	1956	161/4000	-	258/1750	-	tba	1600
D	Elite 2.0CDDTI 16v BiTurbo Auto	-	5	27519	10457	6-A	24	142	8.8	50.4	149	1956	192/4000	-	295/1750	-	1626	1700
D	ST Design 2.0CDDTI 16v ecoFLEX	-	5	20384	8514	6-M	15	118	12.4	72.4	104	1956	118/4000	-	221/1750	-	tba	1600
D	ST Design 2.0CDDTI 16v	-	5	19544	7818	6-M	16	124	11.6	60.1	124	1956	129/4000	-	221/1750	-	tba	1600
D	ST Design 2.0CDDTI 16v ecoFLEX	-	5	20634	8254	6-M	18	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
D	ST Design 2.0CDDTI 16v ecoFLEX	-	5	21634	8654	6-M	tba	137	9.4	62.8	113	1956	168/3500	-	295/1750	-	tba	1800
D	ST Design 2.0CDDTI 16v Auto	-	5	22699	9334	6-A	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
D	ST Energy 2.0CDDTI 16v	-	5	22314	9166	6-M	16	124	11.6	60.1	124	1956	129/4000	-	221/1750	-	tba	1600
D	ST Energy 2.0CDDTI 16v ecoFLEX	-	5	24004	9602	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
D	ST Energy 2.0CDDTI 16v ecoFLEX	-	5	25004	10002	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST Limited Edition 2.0CDDTI 16v	-	5	24014	9066	6-M	17	124	11.6	60.1	124	1956	129/4000	-	221/1750	-	tba	1600
D	ST Limited Edition 2.0CDDTI 16v ecoFLEX	-	5	25104	10042	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
D	ST Limited Edition 2.0CDDTI 16v ecoFLEX	-	5	26104	10442	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST Limited Edition 2.0CDDTI 16v Auto	-	5	27169	11411	6-A	21	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
D	ST SRI 2.0CDDTI 16v ecoFLEX	-	5	22434	8974	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
D	ST SRI 2.0CDDTI 16v ecoFLEX	-	5	23434	9374	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST SRI 2.0CDDTI 16v Auto	-	5	24499	10290	6-A	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
D	ST SRI 2.0CDDTI 16v BiTurbo	-	5	26254	9977	6-M	24	139	8.9	57.6	129	1956	192/4000	-	295/1750	-	tba	1700
D	ST SRI VX-Line 2.0CDDTI 16v ecoFLEX	-	5	23654	9462	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
D	ST SRI VX-Line 2.0CDDTI 16v ecoFLEX	-	5	24654	9862	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST SRI VX-Line 2.0CDDTI 16v Auto	-	5	25719	10802	6-M	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
D	ST SRI VX-Line 2.0CDDTI 16v BiTurbo	-	5	27474	10440	6-A	24	139	8.9	57.6	129	1956	192/4000	-	295/1750	-	tba	1700
D	ST SE 2.0CDDTI 16v ecoFLEX	-	5	22434	8974	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
D	ST SE 2.0CDDTI 16v ecoFLEX	-	5	23434	9374	6-M	tba	137	9.4	62.8	113	1956	168/3500	-	295/1750	-	tba	1800

POWER		ISSUED	TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE												
						GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PM	ELECTRIC MOTOR TORQUE LB FT/PM	TOWING WEIGHT (KG)	
D	ST Tech Line 2.0CDTi 16v ecoFLEX	-	5	23034	9214	6-M	15	118	12.4	72.4	104	1956	118/4000	-	221/1750	-	tba	16000
D	ST Tech Line 2.0CDTi 16v ecoFLEX	-	5	23284	9314	6-M	19	124	10.9	62.4	119	1956	138/4000	-	258/1750	-	tba	16000
D	ST Tech Line 2.0CDTi 16v ecoFLEX	-	5	24284	9714	6-M	24	137	9.4	72.8	104	1956	168/3500	-	295/1750	-	tba	18000
D	ST Tech Line 2.0CDTi 16v Auto	-	5	25349	10647	6-A	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	16000
D	ST Elite 2.0CDTi 16v ecoFLEX	-	5	24564	9826	6-M	16	118	12.4	72.4	104	1956	118/4000	-	221/1750	-	tba	16000
D	ST Elite 2.0CDTi 16v ecoFLEX	-	5	24814	9926	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	16000
D	ST Elite 2.0CDTi 16v ecoFLEX	-	5	25814	10326	6-M	24	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	18000
D	ST Elite 2.0CDTi 16v Auto	-	5	26879	11289	6-A	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	16000
D	ST Elite 2.0CDTi 16v BiTurbo Auto	-	5	28819	10951	6-A	24	239	9.0	48.7	154	1956	192/4000	-	295/1750	-	tba	17000
D	Country Tourer 2.0CDTi 16v ecoFLEX	-	5	24989	9996	6-M	24	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	18000
D	Country Tourer 2.0CDTi 16v Auto	-	5	26009	10404	6-A	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	16000
D	Country Tourer 2.0CDTi 16v 4x4 Auto	-	5	27154	10862	6-A	24	234	11.4	45.6	165	1956	161/4000	-	258/1750	-	1768	1900
D	Country Tourer 2.0CDTi 16v BiTurbo 4x4 Auto	-	5	29854	11384	6-A	24	239	9.0	42.8	174	1956	192/4000	-	295/1750	-	1768	1900

Cascada

New Audi A5-sized soft-top makes use of a mix of Astra and Insignia technology to good

D	SE 2.0CDTi 16v	311	2 26115	10446	6-M	23	135	9.6	54.3	138	1956	162/4000	-	258/1750	-	1741	12500
D	SE 2.0CDTi 16v Auto	-	2 27635	11054	6-A	23	132	9.6	45.6	163	1956	162/4000	-	258/1750	-	1741	13000
D	Elite 2.0CDTi 16v	-	2 28215	11286	6-M	23	135	9.6	54.3	138	1956	162/4000	-	258/1750	-	1741	12500
D	Elite 2.0CDTi 16v Auto	-	2 29730	11894	6-A	23	132	9.6	45.6	163	1956	162/4000	-	258/1750	-	1741	13000
D	Elite 2.0CDTi 16v BiTurbo	326	2 29730	11894	6-M	23	143	8.9	54.3	138	1956	162/4000	-	295/1750	-	1741	13000

Mokka

Baby SUV to take on Nissan's Juke. It looks ready for battle and promises quality and space

D	Exclusiv 1.7CDTI 16v ecoFLEX	-	5	19949	6783	6-M	13	116	10	62.8	120	1686	129/4000	-	221/2000	-	tha	1200
D	Exclusiv 1.7CDTI 16v Auto	-	5	20954	7124	6-M	13	114	10	63.8	139	1686	129/4000	-	221/2000	-	tha	1200
D	Exclusiv 1.7CDTI 16v 4X4	-	5	21649	7361	6-M	13	114	10	62.8	129	1686	129/4000	-	221/2000	-	tha	1200
D	Exclusiv 1.6CDTI 16v ecoFLEX	-	5	20129	6844	6-M	11A	10.9	5.7	68.9	109	1598	134/3500	-	236/2000	-	tha	1500
D	Exclusiv 1.6CDTI 16v	-	5	20129	6844	6-M	11A	10.9	5.7	68.7	114	1598	134/3500	-	236/2000	-	tha	1500
D	Exclusiv 1.6CDTI 16v Auto	-	5	21134	7186	6-A	11A	10.6	10.3	55.4	134	1598	134/3500	-	236/2000	-	tha	1500
D	Exclusiv 1.6CDTI 16v 4X4	-	5	21829	7422	6-M	11A	10.7	9.7	60.1	124	1598	134/3500	-	236/2000	-	tha	1500
D	Limited Edition 1.6CDTI 16v	-	5	21364	7264	6-M	11A	10.9	6.5	65.1	114	1598	134/3500	-	236/2000	-	tha	1500
D	Tech Line 1.7CDTI 16v ecoFLEX	-	5	17949	6103	6-M	12	116	10	62.8	120	1686	129/4000	-	221/2000	-	tha	1200
D	Tech Line 1.7CDTI 16v Auto	-	5	18964	6448	6-A	12	114	10.9	63.3	139	1686	129/4000	-	221/2000	-	tha	1200
D	Tech Line 1.7CDTI 16v 4X4	-	5	19649	6681	6-M	12	114	10.4	62.9	129	1686	129/4000	-	221/2000	-	tha	1200
D	Tech Line 1.6CDTI 16v ecoFLEX	-	5	18129	6164	6-M	11A	10.9	5.7	68.9	109	1598	134/3500	-	236/2000	-	tha	1500
D	Tech Line 1.6CDTI 16v	-	5	18129	6164	6-M	11A	10.9	5.7	68.7	114	1598	134/3500	-	236/2000	-	tha	1500
D	Tech Line 1.6CDTI 16v Auto	-	5	19144	6509	6-A	11A	10.6	10.3	55.4	134	1598	134/3500	-	236/2000	-	tha	1500
D	Tech Line 1.6CDTI 16v 4X4	-	5	19829	6742	6-M	11A	10.7	9.7	60.1	124	1598	134/3500	-	236/2000	-	tha	1500
D	SE 1.7CDTI 16v ecoFLEX	-	5	22449	7633	6-M	14	116	10	62.8	120	1686	129/4000	-	221/2000	-	tha	1200
D	SE 1.7CDTI 16v Auto	-	5	23454	7974	6-A	14	114	10.9	63.3	139	1686	129/4000	-	221/2000	-	tha	1200
D	SE 1.74D14 16v 4X4	313	5	24149	8211	6-M	14	114	10.4	57.6	129	1686	129/4000	-	221/2000	-	tha	1200
D	SE 1.6CDTI 16v ecoFLEX	-	5	22629	7694	6-M	11A	10.9	5.7	68.9	109	1598	134/3500	-	236/2000	-	tha	1500
D	SE 1.6CDTI 16v	-	5	22629	7694	6-M	11A	10.9	5.7	68.7	114	1598	134/3500	-	236/2000	-	tha	1500
D	SE 1.6CDTI 16v Auto	-	5	23634	8036	6-A	11A	10.6	10.3	55.4	134	1598	134/3500	-	236/2000	-	tha	1500
D	SE 1.6CDTI 16v 4X4	-	5	24329	8272	6-M	11A	10.7	9.7	60.1	124	1598	134/3500	-	236/2000	-	tha	1500

Antara

Engines are refined and the Antara is pleasant to drive. It's just that the opposition do things better

D	Exclusiv 2.2C2DT 16v	287	5	21065	1975	6-M	25	117	9.9	44.1	167	2231	161/3800	-	258/2000	-	1836	2000
D	Exclusiv 2.2C2DT 16v 4X4	-	254	18485	11273	6-M	25	117	9.9	44.2	177	2231	161/3800	-	258/2000	-	1911	2000
D	Exclusiv 2.2C2DT 16v 4X4 Auto	-	254	18665	11839	6-A	25	113	12.0	33.2	225	2231	161/3800	-	258/2000	-	1936	1700
D	Diamond 2.2C2DT 16v	-	218	11865	11370	6-M	24	117	9.9	44.1	167	2231	161/3800	-	258/2000	-	1836	2000
D	Diamond 2.2C2DT 16v 4X4	-	254	18285	11657	6-M	24	117	9.9	44.2	177	2231	161/3800	-	258/2000	-	1911	2000
D	Diamond 2.2C2DT 16v 4X4 Auto	-	254	18465	12223	6-A	24	113	12.0	33.2	225	2231	161/3800	-	258/2000	-	1936	1700
D	SE Nav 2.2C2DT 16v 4X4	-	25	26325	12636	6-M	28	117	9.9	44.2	177	2231	161/3800	-	258/2000	-	1911	2000
D	SE Nav 2.2C2DT 16v 4X4 Auto	-	25	27515	13207	6-A	28	113	12.0	33.2	225	2231	161/3800	-	258/2000	-	1936	1700
D	SE Nav 2.2C2DT 16v 4X4	-	25	27385	13693	6-M	28	124	9.6	43.2	177	2231	181/3800	-	295/2000	-	1911	2000
D	SE Nav 2.2C2DT 16v 4X4 Auto	-	25	28565	14283	6-A	28	119	10.1	33.2	225	2231	181/3800	-	295/2000	-	1936	1700

VOLKSWAGEN

UK dealers: 206 Warranty: 3 years/60,000miles Servicing: Variable schedule (e-up! 10,000 miles)

up!															Rating ★★★★★				
Right at the top of the city car class, with great handling, supple ride and upmarket trimmings.																			
2	Move up!	1.0	-	3	10170	4271	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	940	0
2	Move up!	1.0	-	5	10545	4429	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	940	0
2	High up!	1.0	-	3	11745	5168	5-M	2	106	13.2	67.3	98	999	74/6200	-	70/3000	-	940	0
2	High up!	1.0	-	5	12120	5333	5-M	2	106	13.2	67.3	98	999	74/6200	-	70/3000	-	940	0
E	e-up!			332	5	19525	6248	1-A	10	80	12.4	(93)	0	-	-	81	-	155	1139

New Polo

Upmarket, classy supermini that might look similar, but facelifted Polo has a great new engine and more ki

D	SE 1.4 TDI	329	3	14795	7993	5-M	12	107	12.9	83.1	88	1422	74/3000	-	155/1500	-	1152	1000
D	SE 1.4 TDI	-	5	15425	8021	5-M	12	107	12.9	83.1	88	1422	74/3000	-	155/1500	-	1177	1000
D	SE Design 1.4 TDI	-	3	15895	8265	5-M	13	107	12.9	83.1	88	1422	74/3000	-	155/1500	-	1152	1000
D	SE Design 1.4 TDI	-	5	16525	8593	5-M	13	107	12.9	83.1	88	1422	74/3000	-	155/1500	-	1177	1000
D	SEL 1.4 TDI	-	3	16770	8385	5-M	15	114	10.9	83.1	88	1422	89/3500	-	170/1500	-	1151	1100
D	SEL 1.4 TDI	-	5	17400	8700	5-M	15	114	10.9	83.1	88	1422	89/3500	-	170/1500	-	1176	1100
P	BlueMotion 1.0 TSI	-	3	14730	7660	5-M	16	119	10.5	68.9	94	999	94/5000	-	118/1500	-	1111	5000
P	BlueMotion 1.0 TSI	-	5	15360	7987	5-M	16	119	10.5	68.9	94	999	94/5000	-	118/1500	-	1126	5000
P	BlueMotion 1.4 TDI	-	3	15795	8213	5-M	15	110	12.9	91.1	82	1422	74/3000	-	155/1500	-	1165	1000
P	BlueMotion 1.4 TDI	-	5	16425	8541	5-M	15	110	12.9	91.1	82	1422	74/3000	-	155/1500	-	1199	1000

New Golf

Magnificent seventh effort. Comprehensive rework ensures timeless quality. Lighter and more efficient

D	S 1.6 TDI	-	3	18995	9277	5-M	10	114	11.9	74.3	98	1598	89/2750	-	170/1400	-	1295	1500
D	S 1.6 TDI	-	5	19650	10218	5-M	10	114	11.9	74.3	98	1598	89/2750	-	170/1400	-	1325	1500
D	S 1.6 TDI	-	3	19800	9108	5-M	12	119	10.7	74.3	99	1598	103/3000	-	184/1500	-	1295	1500
D	S 1.6 TDI	-	5	20455	9409	5-M	12	119	10.7	74.3	99	1598	103/3000	-	184/1500	-	1325	1500
D	BlueMotion 1.6 TDI	328	3	21015	10087	6-M	15	124	10.5	88.3	85	1598	109/3200	-	184/1500	-	1280	1000
D	BlueMotion 1.6 TDI	-	5	21670	10402	6-M	15	124	10.5	88.3	85	1598	109/3200	-	184/1500	-	1310	1000
D	Match 1.6 TDI	-	2	20735	9538	5-M	10	119	10.7	74.3	99	1598	103/3000	-	184/1500	-	1295	1500
D	Match 1.6 TDI	-	5	21390	9839	5-M	10	119	10.7	74.3	99	1598	103/3000	-	184/1500	-	1325	1500
D	Match 1.6 TDI Auto	-	5	22805	10490	7-A	10	119	10.7	72.4	102	1598	103/3000	-	184/1500	-	1343	1500
D	Match 2.0 TDI	-	3	22250	11570	6-M	13	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1354	1600
D	Match 2.0 TDI	-	5	22905	11911	6-M	13	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1384	1600
D	Match 2.0 TDI Auto	-	5	24320	12646	6-A	16	131	8.6	62.8	119	1968	148/3500	-	236/1750	-	1405	1600
D	GT 2.0 TDI	-	5	23700	12324	6-M	17	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1354	1600
D	GT 2.0 TDI	-	5	24353	12665	6-M	17	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1384	1600
D	GT 2.0 TDI Auto	309	5	25770	13400	6-A	17	131	8.6	62.8	119	1968	148/3500	-	236/1750	-	1405	1600
D	R-Line 2.0 TDI	-	3	24695	12841	6-M	18	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1354	1600
D	R-Line 2.0 TDI	-	5	25350	13182	6-M	18	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1384	1600
D	R-Line 2.0 TDI Auto	-	5	26765	13918	6-A	18	131	8.6	62.8	119	1968	148/3500	-	236/1750	-	1405	1600
D	GTD 2.0 TDI	-	3	26015	14048	6-M	26	143	7.5	67.3	109	1968	181/3500	-	280/2500	-	1377	1600
D	GTD 2.0 TDI	-	5	26670	14402	6-M	26	143	7.5	67.3	109	1968	181/3500	-	280/2500	-	1407	1600
D	GTD 2.0 TDI Auto	-	3	27430	14812	6-A	26	143	7.5	62.8	119	1968	181/3500	-	280/2500	-	1395	1600
D	GTD 2.0 TDI Auto	320	5	28085	15166	6-A	26	143	7.5	60.1	122	1968	181/3500	-	280/2500	-	1425	1600
GE	Golf 1.4 TSI plug-in-hybrid	-	5	28035	146	6-A	26	136	7.6	166.0	39	1395	148/5000	101	184/1600	258	1599	1500
E	e-Golf	328	216	45145	7844	1-A	5	187	10.4	(118)	0	-	-	114	-	199	1585	0
D	Estate S 1.6 TDI	-	5	20345	9766	5-M	10	116	11.2	72.4	102	1598	89/2750	-	170/1400	-	1395	1400
D	Estate S 1.6 TDI	-	5	21150	10152	5-M	12	120	11.2	72.4	102	1598	103/3000	-	184/1500	-	1395	1500
D	Estate BlueMotion 1.6 TDI	-	5	22365	10735	6-M	15	124	11.0	85.6	87	1598	109/3200	-	184/1500	-	1391	1000
D	Estate SE 1.6 TDI	-	5	22085	10601	5-M	11	120	11.2	72.4	102	1598	103/3000	-	184/1500	-	1395	1500
D	Estate SE 1.6 TDI Auto	-	5	23500	11280	7-A	11	120	11.2	70.6	104	1598	103/3000	-	184/1500	-	1410	1500
D	Estate SE 2.0 TDI	-	5	23600	11328	6-M	17	135	8.9	67.3	108	1968	148/3500	-	236/1750	-	1436	1600
D	Estate SE 2.0 TDI Auto	-	5	25015	12007	6-A	17	134	8.9	62.8	119	1968	148/3500	-	236/1750	-	1454	1600
D	Estate GT 2.0 TDI	-	5	25050	12024	6-M	17	135	8.9	67.3	108	1968	148/3500	-	236/1750	-	1454	1600
D	Estate GT 2.0 TDI Auto	-	5	26465	12703	6-A	17	134	8.9	62.8	119	1968	148/3500	-	236/1750	-	1454	1600

Golf

Tasteful benchmark for driving satisfaction and roof down motoring, wrapped in a casing of class

D Cabriolet S 1.6 TDI	-	2	23540	11770	5-M	17	117	12.1	64.2	117	1598	103/4400	-	184/1500	-	1501	1400
------------------------------	---	---	-------	-------	-----	----	-----	------	------	-----	------	----------	---	----------	---	------	------

POWER	ISSUE TESTED	DOORS	LIST PRICE £	MADE-IN VALUE	GEARBOX	INS. GROUP	INS. SPEED	0-62MPH	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR LB FT/PS	WB WEIGHT (KG)	TOWING WEIGHT (KG)	POWER
	ISSUE TESTED	DOORS	LIST PRICE £	MADE-IN VALUE	GEARBOX	INS. GROUP	INS. SPEED	0-62MPH	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR LB FT/PS	WB WEIGHT (KG)	TOWING WEIGHT (KG)	

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PSM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
S60 (continued)																	
D	D5 SE Lux Nav	-	4 33695	12804	6-A	30	143	7.4	62.8	119	2400	212/4000	-	310/1500	-	1562	1600
D	D5 SE Lux Nav Auto	-	4 35180	13368	6-A	30	143	7.6	47.9	154	2400	212/4000	-	325/1500	-	1573	1800
D	D2 R-Design	-	4 28245	14123	6-M	18	121	10.9	72.4	103	1560	113/3600	-	199/1750	-	1477	1300
D	D2 R-Design Auto	-	4 29730	14865	6-A	18	118	12.3	65.7	114	1560	113/3600	-	199/1750	-	1497	1300
D	D3 R-Design	-	4 28895	14448	6-M	23	127	10.2	65.7	114	1984	134/3500	-	258/1500	-	1537	1600
D	D3 R-Design Auto	-	4 30380	15190	6-A	23	124	10.2	58.9	126	1984	134/3500	-	258/1500	-	1562	1600
D	D4 R-Design	-	4 30145	15073	6-M	28	143	7.4	74.3	99	1969	178/4250	-	295/1750	-	1542	1750
D	D4 R-Design Auto	-	4 31695	15848	8-A	28	143	7.4	67.3	109	1969	178/4250	-	295/1750	-	1563	1750
D	D5 R-Design Nav	-	4 32895	15200	6-M	30	143	7.4	62.8	119	2400	212/4000	-	310/1500	-	1562	1600
D	D5 R-Design Lux Auto	-	4 34380	13064	6-A	30	143	7.6	47.9	154	2400	212/4000	-	325/1500	-	1573	1800
D	D2 R-Design Lux	-	4 30745	15373	6-M	20	121	10.9	72.4	103	1560	113/3600	-	199/1750	-	1477	1300
D	D2 R-Design Lux Auto	-	4 32230	16115	6-A	20	118	12.3	65.7	114	1560	113/3600	-	199/1750	-	1497	1300
D	D3 R-Design Lux	-	4 31395	15698	6-M	25	127	10.2	65.7	114	1984	134/3500	-	258/1500	-	1537	1600
D	D3 R-Design Lux Auto	-	4 32880	16440	6-A	25	124	10.2	58.9	126	1984	134/3500	-	258/1500	-	1562	1600
D	D4 R-Design Lux	-	4 32645	16323	6-M	29	143	7.4	74.3	99	1969	178/4250	-	295/1750	-	1542	1750
D	D4 R-Design Lux Auto	-	4 34195	17098	8-A	29	143	7.4	67.3	109	1969	178/4250	-	295/1750	-	1563	1750
D	D5 R-Design Lux Nav	-	4 35395	13450	6-M	31	143	7.4	62.8	119	2400	212/4000	-	310/1500	-	1562	1600
D	D5 R-Design Lux Nav Auto	-	4 36880	14014	6-A	31	143	7.6	47.9	154	2400	212/4000	-	325/1500	-	1573	1800

S80

Can Scandinavia take on and beat BMW's 5 Series? It can try... S80 is masterful but won't turn heads, despite facelift.

Rating ★★★★★

D2 SE Nav Auto	-	4 30720	11059	6-A	20	115	12.8	68.9	109	1560	113/3600	-	199/1750	-	1556	1300
D2 SE Nav	-	4 32220	11599	6-M	28	140	8.4	70.6	104	1969	178/4250	-	295/1750	-	1601	1800
D4 SE Nav Auto	-	4 33770	12157	8-A	28	140	8.4	65.7	113	1969	178/4250	-	295/1750	-	1636	1800
D2 SE Lux Auto	-	4 32220	11599	6-A	21	115	12.8	68.9	109	1560	113/3600	-	199/1750	-	1556	1300
D4 SE Lux	-	4 33720	12139	6-M	29	140	8.4	70.6	104	1969	178/4250	-	295/1750	-	1601	1800
D4 SE Lux Auto	-	4 35270	12697	8-A	29	140	8.4	65.7	113	1969	178/4250	-	295/1750	-	1636	1800
D5 SE Lux Auto	-	4 36835	13261	6-A	31	140	7.8	46.3	159	2400	212/4000	-	325/1500	-	1636	2000

V40														Rating ★★★★★			
Bang-on bid to break the premium hatch sector. V40 oozes style from every pore. Safe in all senses.																	
TEST	Model	Price	0-100	1-0-100	Gear	Max Power	Max Torque	0-100	1-0-100	Max Power	Max Torque	0-100	1-0-100	Max Power	Max Torque	0-100	1-0-100
D	D2 SE	-	5 20995	8398	6-M	17	118	11.9	83.1	88	1560	113/3600	-	199/1750	-	1343	1300
D	D2 ES Auto	-	5 22480	8992	6-A	17	118	12.1	72.4	102	1560	113/3600	-	199/1750	-	1402	1300
D	D2 SE	311	5 22520	9008	6-M	17	118	11.9	83.1	88	1560	113/3600	-	199/1750	-	1343	1300
D	D2 SE Auto	-	5 24005	9602	6-A	17	118	12.1	72.4	102	1560	113/3600	-	199/1750	-	1402	1300
D	D3 SE	-	5 23770	11410	6-M	22	130	9.6	65.7	114	1984	148/3500	-	258/1500	-	1455	1500
D	D3 SE Auto	-	5 25255	12122	6-A	22	127	9.3	54.3	136	1984	148/3500	-	258/1500	-	1480	1500
D	D4 SE	-	5 24770	11890	6-M	27	143	7.4	74.3	99	1969	188/3500	-	295/1750	-	1451	1500
D	D4 SE Auto	-	5 26320	12634	8-A	27	143	7.2	67.3	109	1969	188/3500	-	295/1750	-	1474	1500
D	D2 SE Lux	304	5 24520	9808	6-M	18	118	11.9	83.1	88	1560	113/3600	-	199/1750	-	1343	1300
D	D2 SE Lux Auto	-	5 26005	10402	6-A	18	118	12.1	72.4	102	1560	113/3600	-	199/1750	-	1402	1300
D	D3 SE Lux Nav	-	5 26770	12850	6-M	23	130	9.6	65.7	114	1984	148/3500	-	258/1500	-	1455	1500
D	D3 SE Lux Nav Auto	-	5 28255	13562	6-A	23	127	9.3	54.3	136	1984	148/3500	-	258/1500	-	1480	1500
D	D4 SE Lux Nav	-	5 27770	13330	6-M	28	143	7.4	74.3	99	1969	188/3500	-	295/1750	-	1451	1500
D	D4 SE Lux Nav Auto	-	5 29320	14074	8-A	28	143	7.2	67.3	109	1969	188/3500	-	295/1750	-	1474	1500
D	D2 R-Design	-	5 23295	9318	6-M	17	118	11.9	83.1	88	1560	113/3600	-	199/1750	-	1343	1300
D	D2 R-Design Auto	-	5 24780	9912	6-A	17	118	12.1	72.4	102	1560	113/3600	-	199/1750	-	1402	1300
D	D3 R-Design	313	5 24545	11782	6-M	21	130	9.6	65.7	114	1984	148/3500	-	258/1500	-	1455	1500
D	D3 R-Design Auto	-	5 26030	12494	6-A	21	127	9.3	54.3	136	1984	148/3500	-	258/1500	-	1480	1500
D	D4 R-Design	-	5 25545	12262	6-M	27	143	7.4	74.3	99	1969	188/3500	-	295/1750	-	1451	1500
D	D4 R-Design Auto	-	5 27095	13006	8-A	27	143	7.2	67.3	109	1969	188/3500	-	295/1750	-	1474	1500
D	D2 R-Design Lux	-	5 24970	9988	6-M	18	118	11.9	83.1	88	1560	113/3600	-	199/1750	-	1343	1300
D	D2 R-Design Lux Auto	-	5 26455	10508	6-A	18	118	12.1	72.4	102	1560	113/3600	-	199/1750	-	1402	1300
D	D3 R-Design Lux Nav	-	5 27220	13066	6-M	23	130	9.6	65.7	114	1984	148/3500	-	258/1500	-	1455	1500
D	D3 R-Design Lux Nav Auto	-	5 28705	13778	6-A	23	127	9.3	54.3	136	1984	148/3500	-	258/1500	-	1480	1500
D	D4 R-Design Lux Nav	-	5 28220	13546	6-M	28	143	7.4	74.3	99	1969	188/3500	-	295/1750	-	1451	1500
D	D4 R-Design Lux Nav Auto	-	5 29770	14290	8-A	28	143	7.2	67.3	109	1969	188/3500	-	295/1750	-	1474	1500
D	Cross Country D2 SE	-	5 23520	14208	6-M	16	115	11.9	74.3	99	1560	113/3600	-	199/1750	-	1364	1300
D	Cross Country D2 SE Auto	-	5 25005	10002	6-A	16	118	12.1	68.9	108	1560	113/3600	-	199/1750	-	1412	1300
D	Cross Country D3 SE	-	5 24770	11890	6-M	21	127	9.6	64.2	117	1984	148/3500	-	258/1500	-	1466	1500
D	Cross Country D3 SE Auto	-	5 26255	12602	6-A	21	124	9.3	54.3	137	1984	148/3500	-	258/1500	-	1491	1500
D	Cross Country D4 SE	-	5 25770	12370	6-M	26	130	7.7	70.6	104	1969	188/4250	-	295/1750	-	1462	1500
D	Cross Country D4 SE Auto	330	5 27320	13114	8-A	26	130	7.5	65.7	112	1969	188/4250	-	295/1750	-	1481	1500
D	Cross Country D2 Lux	-	5 25520	10208	6-M	17	115	11.9	74.3	99	1560	113/3600	-	199/1750	-	1364	1300
D	Cross Country D2 Lux Auto	-	5 27005	10802	6-A	17	118	12.1	68.9	108	1560	113/3600	-	199/1750	-	1412	1300
D	Cross Country D3 Lux Nav	-	5 27770	13330	6-M	22	127	9.6	64.2	117	1984	148/3500	-	258/1500	-	1466	1500
D	Cross Country D3 Lux Nav Auto	-	5 29255	14042	6-A	22	124	9.3	54.3	137	1984	148/3500	-	258/1500	-	1491	1500
D	Cross Country D4 Lux Nav	-	5 28770	13810	6-M	27	130	7.7	70.6	104	1969	188/4250	-	295/1750	-	1462	1500
D	Cross Country D4 Lux Nav Auto	-	5 30320	14554	8-A	27	130	7.5	65.7	112	1969	188/4250	-	295/1750	-	1481	1500

V60													Rating ★★★★★				
Not-so-huge Volvo estate is nonetheless loaded with appeal. Great cabin and engine choices and now revised.																	
D	D2 Business Edition	-	5 22945	11473	6-M	17	118	11.3	68.9	108	1560	113/3600	-	199/1750	-	1527	1300
D	D2 Business Edition Auto	-	5 24430	12215	6-A	17	115	12.7	67.2	110	1560	113/3600	-	199/1750	-	1549	1300
D	D3 Business Edition	-	5 23595	11978	6-M	22	127	10.4	62.8	119	1984	134/3500	-	258/1500	-	1584	1600
D	D3 Business Edition Auto	-	5 25080	12540	6-A	22	124	10.4	57.6	129	1984	134/3500	-	258/1500	-	1615	1600
D	D4 Business Edition	-	5 24845	11926	6-M	26	140	7.6	74.3	99	1969	178/4250	-	295/1750	-	1564	1750
D	D4 Business Edition Auto	-	5 26395	12670	8-A	26	140	7.6	67.3	109	1969	178/4250	-	295/1750	-	1596	1750
D	D2 SE	-	5 27945	13973	6-M	17	118	11.3	68.9	108	1560	113/3600	-	199/1750	-	1527	1300
D	D2 SE Auto	-	5 29430	14715	6-A	17	115	12.7	67.2	110	1560	113/3600	-	199/1750	-	1549	1300
D	D3 SE	-	5 28595	14298	6-M	23	127	10.4	62.8	119	1984	134/3500	-	258/1500	-	1584	1600
D	D3 SE Auto	-	5 30080	15040	6-A	23	124	10.4	57.6	129	1984	134/3500	-	258/1500	-	1615	1600
D	D4 SE	-	5 29845	14326	6-M	27	140	7.6	74.3	99	1969	178/4250	-	295/1750	-	1564	1750
D	D4 SE Auto	-	5 31395	15070	8-A	27	140	7.6	67.3	109	1969	178/4250	-	295/1750	-	1596	1750
D	D2 SE Lux	-	5 30345	15173	6-M	19	118	11.3	68.9	108	1560	113/3600	-	199/1750	-	1527	1300
D	D3 SE Lux Auto	-	5 31830	15915	6-A	19	115	12.7	67.2	110	1560	113/3600	-	199/1750	-	1549	1300
D	D3 SE Lux	-	5 30995	15498	6-M	24	127	10.4	62.8	119	1984	134/3500	-	258/1500	-	1584	1600
D	D3 SE Lux Auto	-	5 32480	16240	6-A	24	124	10.4	57.6	129	1984	134/3500	-	258/1500	-	1615	1600
D	D4 SE Lux	-	5 32345	15526	6-M	29	140	7.6	74.3	99	1969	178/4250	-	295/1750	-	1564	1750
D	D4 SE Lux Auto	-	5 33895	16270	8-A	29	140	7.6	67.3	109	1969	178/4250	-	295/1750	-	1596	1750

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JEERBOX

INTERNATIONAL MOTORWAY SERVICES

As we set the satellite navigation for Geneva's motor show,

Simon Hacker stopped off at a variety of international motorway service stations – and asked if the UK still tops the menu for fast-fill horror.

The service station is dead, long live the service station! This is the clarion call that accompanies news of a new breed of slip road eateries for Britain. Hogging the headlines, with rare-breed hog sausages and associated produce (all from its own postcode, of course) comes the M5's new ubercool Gloucester stop-off. Designed by the Teletubbies, it's an underground, grassed-over bunker for farm-shop lovers who somehow got lost and accidentally strayed from their country lane communities. Anyone brought up on the curled-up and frazzled delights of a traditional station is in for a culture shock here. But not everyone is rushing to the web to gush praise. "Not wanting to join the take out queue (around twenty customers, one person serving), and wasn't there to do my weekly grouse and paté shop, we plumped for coffee and a cake. Mainly due to not wanting to spend nearly £8 on a sandwich!" writes John G, dishing it 1 out of 5 on Tripadvisor. "Yes, it has turf on the roof, and yes the shop is full of homemade delicacies, but the behaviour was snotty and the price I paid was pure commercial greed," writes another who isn't convinced.



That same writer suggests that while we might expect some sort of revolution with the arrival of this cutting-edge caff, the role model remains over there... in France. "French service stations have been selling local produce for years. My kids were brought up on honey from a farm in Perigueux sold at a service station, not to mention jam, chocolate and the odd bottle of wine for the grown-ups. The difference is that parking is free (HGVs and campers pay £20 for an overnight stay at Gloucester) and I can eat a four-course meal for just over ten pounds." So is this la verité or motoring myth? I've been garnering some visitor reviews to find out...

E On the face of it, a French service station, or 'aire de service' (as opposed to the regular lay-by 'aire' which are just tarmac and a pissoir) might not look promising, but Francophiles often recommend them. The experts at www.about-france.com extol their general attractions and, indeed, local produce, though prominent stations they might recommend are not free of potential negatives: one short-changed visitor on Yelp's website says of the Aire de L'Aveyron, near Millau's amazing new viaduct: "Worst services I've ever been in. It's just way too busy and completely disorganised. Even the picnic area smelt of wee. Ugh!" While the overnight attractions

of the Aire du Poulet de Bresse, just a pit stop from Geneva, are roundly assassinated by a (sadly) anonymous Tripadvisor visitor: "Truly horrible. Room smelled as though something had crawled in and died. Beds hard and low, pretty much on the floor... Staff non-existent when needed and surly when located. I don't dislike anyone sufficiently to recommend this dump to them."



S The best service stations will not, apparently, be en route for Geneva. Not for us, at least. ADAC, which is Germany's largest automobile club, went EU-wide in 2011 to survey filling stations – and awarded its top reviews to Austria, where it found seven "very good" stop-offs. Competition for worst was tough: Tienen in Belgium, El Toro and Montserrat in Spain and Rokycany in the Czech Republic struggled for bottom spot, but Ruma in Serbia beat them. Dear reader, mark your Europe road map accordingly. **DC**

L So that's UK 0, France 0 then. But what of elsewhere? In Switzerland itself, stations seem disappointingly... good, their reviews awash with mild praise, except noticeably those from German visitors, spoilt as they are by their network of keenly priced Autohof stops back home. Elsewhere though, Europe's motorways are a rich smorgasbord of substandard stop-offs purveying iffy service at sniffy prices. Spain specialises, on the face of it, in providing simple parking areas where you can park, picnic, sleep and get robbed, although this format of tourist attraction is keenly offered in Italy, too. That said, general reports suggest both countries offer far less shocking toilet facilities than can be found in France, where Turkish-style squat-and-hope latrines, some of which have the temerity to demand a tipping service, are still offered for those who feel such trauma is still, on balance, better than impersonating a bear in the woods.





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** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.